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6 January 1981

Worldwide Report

LAW OF THE SEA

No. 136

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UN SPECIAL COMMITTEE TO DISCUSS STATUS OF SOUTH INDIAN OCEAN ISLANDS

Victoria NATION in English 26 Nov 80 p 2

[Text]

ON the eve of the United Nations Special Political Committee meeting on the status of the South Indian Ocean islands of Europa, Glorieuses, Juan de Nova and Bassas da India, French official sources have confirmed that France intends to continue its occupation of the islands.

The islands have been claimed by the Malagasy Republic which has urged that the United Nations committee discuss the issue.

The French argument is that these islands are situated quite far from Madagascar.

Political observers believe that such argument does not bear any ground in view of the fact that the sovereignty of certain countries is recognized on territories which belong to them geographically and historically notwithstanding the fact that these territories are situated in some cases hundreds of kilometres away from their capitals.

What the French contention has not admitted is that these four islands have strategic military importance and have been turned into observation centres.

As far as geographical position is concerned, these same observers have pointed out that France is situated thousands of kilometres away from the islands.

For the special UN committee, the matter is purely a question of decolonisation and hence a reintegration of these islands to Malagasy sovereignty.

CSO: 5200

BRIEFS

ROK, SOLOMON ISLANDS ACCORD--Seoul, 12 Dec (HAPTONG)--South Korea and Solomon Islands today concluded a fishery cooperation agreement in Honiara, the capital of the island county, the Foreign Ministry here announced. The signing took place between Korean Ambassador to Australia Yun Ha-chong and Resources Minister Tovua of the island country, the announcement said. Under the accord, which went into force immediately, Korean fishing vessels will be allowed to operate in waters off the western Pacific island country and to make a call at ports of that country for repair work, ministry sources explained. With the conclusion of the fishery pact, Korean deepsea fishing fleets will be able to catch 1,500 tons of tuna in waters off the island country annually, with an annual payment of $130,000, the sources added. [Text] [SK120427 Seoul HAPTONG in English 0309 GMT 12 Dec 80]

SWEDISH-POLISH BALTIC QUOTAS--Stockholm, 7 Nov--Swedish salmon in the Polish zone of the Baltic Sea will be permitted to increase from 40 to 60 tons next year. The Swedish herring quota remains unchanged at 500 tons, while the cod quota has been reduced because of the little interest of Swedish cod fishermen in the Polish zone. The Polish quotas in the Swedish zone are unchanged, involving 3000 tons of herring, 200 tons of cod and 4 tons of salmon. In regard to the East German zone, Swedish fishing remains unchanged at 500 tons of herring, while East German fishing in the Swedish zone is somewhat reduced because the quota for sprat has been reduced from 1000 tons to 500 tons. The herring quota remains unchanged at 1000 tons. These results were reached during negotiations between Sweden and Poland and between Sweden and East Germany in regard to fishing during 1981. [Text] [Stockholm DAGENS NYHETER in Swedish 7 Nov 80 p 3] 6893

IRAQI FISHERIES DELEGATION--A two-man delegation from Iraq has arrived in the Republic for talks starting today aimed at further strengthening the good relations and bilateral co-operation between Seychelles and Iraq, in particular in the field of fisheries. The delegation, made up of Mr. Makki A. Latef, director general of state fisheries and Dr. Mahmoud Radi, director of planning, was met on arrival by the principal Secretary for Foreign Affairs, Mr. Jeremie Bonnelame, and officials from the Seychelles Fisheries Division. The delegation will stay in Seychelles until Tuesday and they will call on the Minister for Foreign Affairs, Mr Jacques Hodoul, this morning. Their visit follows that made by a larger delegation last April, and also the state visit by President Rene to Baghdad during which several agreements were signed. During their stay the delegation will follow up the agreements signed by both countries on fisheries. Another delegation to visit the Republic will arrive tomorrow from Libya for talks with the Government. The eight-man delegation will be headed by Ambassador Ashor Gargom and includes representatives of various ministries. [Text] [Victoria NATION in English 22 Nov 80 pp 1, 2]

CSO: 5200

BRIEFS

INDO-BANGLADESH TALKS FAIL--Dacca, Dec. 6: Maritime boundary talks between India and Bangladesh ended here yesterday without any substantial progress being made. A joint statement after the three-day talks said they had reiterated their desire to resolve the issue "by mutual agreement in a spirit of understanding and good neighbourly relations". The talks would resume as early as possible in 1981, the statement said. Officials in Dacca said the talks were held as a follow-up to a meeting between the foreign ministers of India and Bangladesh Narasimha Rao and Prof. Shamsul Haq, here last August. The meeting just ended was the seventh at officials level between the neighbouring countries since 1974. The Indian side was led by additional external affairs secretary Dr. S. P. Jagata, while his Bangladesh counterpart Ataul Karim, headed the Bangladesh side.--Reuter. [Text] [Karachi BUSINESS RECORDER in English 7 Dec 80 p 3]

CSO: 5200

CARNARVON GAINING AS 'NOR-WEST WHALING' CENTER

Perth THE WEST AUSTRALIAN [NEWS OF THE NORTH] in English 6 Nov 80 p 4

[Text] This year for the first time all the prawning boats owned by Nor-West Whaling are being slipped at Carnarvon instead of being sent to Fremantle for maintenance.

The manager, Mr S. Bourke, said the company's slipping programme would take only two-and-a-half months--a substantial improvement on previous years.

The company has centralised its operations at Carnarvon to save fuel costs and time.

Mr Bourke said he would like to see better use of the slipway by other vessels, especially those from Exmouth Gulf and Nickol Bay.

This would allow more back-up services to be developed in the town--including refrigeration mechanics, diesel fitters and electronics experts.

Mr Bourke said Nor-West Whaling's catch was worth between $9 million to $10 million a year, based on the going beach price.

Since 1962, its first year of commercial operations, Shark Bay had been one of the most reliable prawn fisheries in Australia.

"The catch this year has been abnormally low, 20 to 30 per cent down on last year, and the very poor export prices in Japan and increased fuel costs and electricity charges haven't helped," he said.

"This year's flooding should improve conditions in the nursery areas and, hopefully, give us a better catch next year.

"Nor-West Whaling owns 18 of the 35 trawlers permitted in Shark Bay and buys the catch from two of the independent boats.

"The company, a subsidiary of William Angus (Vesteys), operates the only prawn processing plant in the area and buys all its dry stores in the town.

"Our annual wages bill is about $2 million and nearly all our workers, about 200 at the peak of the season (March to May), live in Carnarvon.

Mr Bourke warned owners of four-wheel drive vehicles to keep away from the dangerous quick-sand near the prawning jetty.

Spoil from the dredge deepening the jetty berths was being used to fill in a lagoon behind the dunes.

CSO: 5200

NORTH WEST SHELF GAS FIELDS GET OFFICIAL GO-AHEAD

Canberra THE AUSTRALIAN in English 4 Nov 80 p 13

[Text]

AUSTRALIA'S pipeline industry has been presented with two of its greatest challenges now the long-awaited official go-ahead has been given to the $5000 million North West Shelf project.

The latest technology and skills will be required for the project's 134km submarine pipeline from the North Rankin gas field and the WA State Energy Commission's 1471km onshore pipeline to the south-west.

The biggest challenge will come from laying the submarine line in depths of up to 130m in an area subject to cyclonic weather.

The onshore line from the receival site at South Withnell Bay to the industrial centres of Perth, Kwinana and Wagerup will also present challenges, largely through sheer size.

The SEC estimates its pipeline will require a workforce of about 1650, in three separate units spread over the length of the route.

Woodside Petroleum Ltd, the company developing the North West gasfields, has timed the first phase of its project to begin pipeline sales to the south-west WA markets in 1984.

The liquefaction components of the project (liquefied natural gas and liquefied petroleum gas) are scheduled to start in 1986.

The offshore pipeline system will initially run from the North Rankin A platform. Provision for inter-platform lines to North Rankin B and future platforms in other fields has also been made.

The trunkline from the platforms will have a nominal diameter of 1016mm. The SEC onshore line will vary between 650mm and 820mm.

According to a recent paper by a senior Woodside engineer, a major aspect of the pipeline system design was the assessment of the feasibility of two-phase flow for the transportation of gas and condensate from North Rankin to shore.

PRESSURE

Two-phase flow, in the context of the offshore pipeline system, is simultaneous flow of natural gas and its associated liquids in a single pipeline. The liquid travels slower than the gas, hence the liquid occupies a disproportionate fraction of the total pipeline internal volume, once equilibrium conditions are established.

As the pressure required to lift a two-phase flow up an incline is not recovered fully when the stream flows down an incline of similar elevation change, the "hilliness" of the pipeline route is more critical to the calculation of hydrostatic pressure drop than is the difference between inlet and outlet elevations.

The trunkline route was selected after hydrographic and soil surveys in 1978.

The route generally follows a straight line from North Rankin A to the eastern side of the entrance to Mermaid Sound. Minor deviations to either side of the straight line route have been specified to minimise bottom roughness and to maximise the available sediment cover for burial of the pipe.

The pipeline passes through the eastern side of Mermaid Sound as far removed as practicable from the iron ore carrier anchorages, to a landfall south of Withnell Bay.

In addition to the hydrographic and soil studies, a 13-month oceanographic and meteorological data gathering program was conducted. Instrumentation was deployed at the platform areas, along the proposed pipeline route, and in Mermaid Sound, to provide continuous records of currents, waves, tides, water temperatures and salinity.

An extensive study was conducted to estimate extreme bottom currents caused by cyclones.

To meet the operational and constructional stresses in the pipeline, API 5LX 65 grade steel will be used, requiring wall thickness of 23.8mm.

In the event of a cyclone approaching during construction it will be necessary to lay down and flood the line.

In Mermaid Sound, where the pipeline runs close to the ore carriers holding area and where the relatively shallow areas may become a surf zone when a cyclone passes, a trench, into which the pipe may be laid, will be pre-dredged and then positively back-filled with graded material when pipe lay is completed.

PLATFORM

Further offshore post drenching of the pipeline will be accomplished by conventional jet barge or the use of the newly-developed drenching plough.

In areas of outcropping rock where burial becomes impracticable, the pipeline will be stabilised by grout bags or rock armoring.

At platform A, which will be the connecting point to future inter-platform lines and trunkline, rises will be provided.

In addition, provision has been made for future installations of by-passes at the base of the platform to allow the incoming fluid to flow directly into the trunkline, thus enabling production to be continued from other platforms should any problem develop in the topside facilities of platform A.

The risers, together with expansion loops designed to prevent any movement in the pipeline from transferring unacceptable loads to the platform structure, will be installed in the jacket structure during onshore fabrication to minimise offshore installation work.

The principal component of the trunkline onshore terminal will be the slug catcher which has been sized to handle liquid slugs related to the desired maximum sphering frequency of once per day. Sphering will only be required at flow rates below 50 per cent of the design flow-rate.

The Withnell Bay plant will produce four products, gas for WA (385 million standard cubic feet a day), condensate (1.4 million tonnes a year), liquefied petroleum gas (640,000 tonnes a year) and liquefied natural gas (six million tonnes a year).

CSO: 5200

BRIEFS

NICKOL BAY PRAWNING--The State Government has approved changes to the Nickol Bay Limited entry prawn fishery to bring it more into line with the Exmouth Gulf and Shark Bay prawn fisheries. The Minister for Fisheries and Wildlife, Mr Gordon Masters, said today there was now an expectation by prawn fishermen in the Nickol Bay area that the fishery could develop into a reasonable tiger prawn industry, and that it would be supplemented by banana prawns. The fishery has had a form of limitation since 1970. The area of the limited fishery to be between 20 degrees 20' south and 20 degrees 45' south latitude and between 116 degrees 45' east and 118 degrees 13' east longitude. There will be up to 16 authorisations granted Approximately 12 of these will have continuing status and the balance will be considered on a year-to-year basis. [Excerpts] [Perth THE WEST AUSTRALIAN in English 23 Oct 80 p 14]

ACCORD WITH JAPAN--Japanese professional fishermen will not be allowed to fish for tuna in the Great Barrier Reef region under an agreement signed between Australia and Japan in Canberra yesterday. The agreement, signed by the Minister for Primary Industry, Mr Nixon, and the Japanese Ambassador, Mr Mizuo Kuroda, will come into effect from today and last 12 months. Mr Nixon said the Japanese had agreed to new closures of areas within the Australian fishing zone. He said a major feature of the agreement was the total closure to Japanese longline fishing of the black marlin fishery off Carisn. They were excluded from an area stretching north of Townsville to near the top of Cape York Peninsula, and about 180 km out to sea. "This will ensure the Carisn region will continue as one of the world's greatest big game fishing centres," Mr Nixon said. The Japanese had agreed to a total exclusion of all their fishing activities in the Great Barrier Reef region. They also agreed not to fish for tuna in an area off Arnhem Land and Joseph Bonaparte Gulf in the Northern Territory, where Australian fishermen are active. The access fee allowing them into Australian waters had increased from $1.4 million to $1.8 million because of the increasing value of their catch. [Text] [Canberra THE AUSTRALIAN in English 31 Oct 80 p 2]

MACKEREL POACHING--Townsville--Commercial mackerel fishermen were reported yesterday to have fired at "poachers" fishing their traditional grounds 64 km off Townsville. Other reports said some poaching boats had been boarded or rammed and fights had broken out between registered full-time fishermen and others fishing the same waters. The police last night had not received any reports from the fishing grounds but the Queensland Commercial Fishermen's Organisation Townsville chairman (Mr Les Scott) said he had feared the situation would erupt after a recent brawl on a city wharf. He said: "The commercial men have been hit with two devastating seasons. Now when they have had such a good run, they find poachers are hitting their areas with increasing success and damaging professional equipment. [Excerpts] [Brisbane THE COURIER-MAIL in English 31 Oct 80 p 1]

OFFSHORE DRILLING--Oil traces were reported yesterday from the Mt Horner No 3 well in the Perth Basin. Western Resources said the well was drilling ahead at 1491 metres and the last 30-foot core removed from this depth yielded oil oozing from 70 per cent of sandstone in the core. It is intended to log the zone of interest, established by seimic work, case the hole and perforate and test the zone for commercial production potential. Mt Horner is the first of a series of holes to be drilled on the exploration permit area. Planned total depth is about 2000 metres. Alcoa and Bond Corporation Holdings have signed letters of intent to join in an oil drilling programme in the offshore Carnarvon basin, operated by CNW Oil Australia. According to York Resources which has an 11.25 per cent stake in the permit, an application has been made to drill the first well 27 kilometres north-north-west of the North West Cape in 705 metres of water. CNW oil will drill the Tantibiddi structure in permit WA 102P. It has said it hopes to obtain the services of a drill ship before all suitable vessels leave Australian waters. [Text] [Melbourne THE AGE in English 4 Nov 80 p 24]

CSO: 5200

U.S. TUNA FISHING STAND CRITICIZED AT OLADE MEETING

PA062232 Paris AFP in Spanish 0350 GMT 3 Dec 80

[Excerpts] Costa Rican Energy Minister Fernando Altmann announced here today on his return from Bogota that the Latin American Energy Organization (OLADE) has condemned "the punitive measures taken by the U.S. Government" against Latin American countries that are defending their fishing rights, in particular their rights to catch tuna.

OLADE, which is made up of the Latin American energy ministers, met last week in Colombia and the tuna issue was discussed. The organization condemned "all activities that depredate the natural resources within 200 miles at sea" off the Latin American coasts.

Altmann announced here today that the OLADE charter "recognizes the full and indisputable rights of Latin American peoples to defend, safeguard and utilize the natural resources present in their territories, whether these be energy, mining, agricultural, fishing or other resources."

The minister explained that according to this charter one of OLADE's functions is to promote solidarity among the member states for the utilization and protection of their resources and for defense against any action, sanction or form of coercion that may be taken against them.

The minister explained that the 10th OAS General Assembly recently in Washington supported Ecuador's position in defense of its maritime rights in the tuna war.

Altmann noted that the OAS also called on the United States to refrain from economic or political action and coercive measures to influence the sovereign will of states, as is the case in the tuna embargo applied to several countries at present.

Citing the agreements reached at the last OLADE meeting, Altmann said that "all fishing activities that violate the laws of the coastal countries of America, particularly the activities of the fleets of the large fishing powers, are a threat to the conservation of species and the region's ecological balance."

CSO: 3010

BRIEFS

MARITIME DISCUSSION POSTPONED--A plenum of the Chamber of Representatives has postponed indefinitely the debate on the Colombian-Venezuelan dispute on the limitation of marine and underwater areas. The chamber's decision was in reply to the proposal made by congressmen Fernando Rico and Alberto Casas Santamaria, who thought it was not the proper time to discuss the matter and said that President Turbay Ayala has sufficient autonomy to handle the negotiations. The proposal caused a heated debate among the congressmen and an irate protest on the part of Ospino-Pastrana Representative Alvaro Leiva Duran, who presented the proposal. It was learned that the proposal for the postponement came from high government circles in order not to hamper any talks the Colombian and Venezuelan presidents may have in Santa Marta on 17 December during the commemoration of the 150th anniversary of liberator Simon Bolivar's death. [Text] [PA120238 Bogota Radio Sutatenza Network in Spanish 1200 GMT 11 Dec 80]

CSO: 3010

PRECARIOUS SITUATION OF FISHING INDUSTRY SURVEYED

Montevideo LA MANANA in Spanish 28 Oct 80 p 6

[Text] The fishing industry (catch, processing and export) has been one of the sectors showing the most dynamic growth and the most solid potential in the Uruguayan economy during the last few years. But the vertical rise in the cost of petroleum and the subsidies that Argentina grants its own foreign enterprises are placing this sector in a previous situation, where not only its rate of expansion may slow down to an unpredictable degree but might even result in a virtual collapse of the fishing industry.

Uruguay is located in one of the richest and most diversified fishing areas in the world according to reliable scientific surveys, a virtually virgin area which used to be exploited only by intruding foreign fishermen (Spanish, Korean, Brazilian, Argentine and Japanese) while Uruguay (which annually consumes between 90 and 100 kg red meat per capita) accounted for a ridiculous domestic demand of 3 kg annually per inhabitant and in 1973 barely 2,000 tons of fish exports, worth U.S. $770,000 were recorded.

For decades there had been a large amount of theoretical rhetoric about the potential of what is without doubt, after the land itself, the most generous and accessible of our proven national resources, but nothing was actually done to exploit and to place it at the service of the progress and welfare of the Republic.

The picture changed radically when, after Uruguay approved and ratified the concept of exclusive jurisdiction over the 200 nautical mile limit starting from the coast line, the Fishing Law was passed, implementing an energetic program of credit and fiscal incentives for the industry; the National Fishing Institute was established with the responsibility of orienting, advising, promoting, developing and controlling all public and private activities in the field; and a coherent "National Fishing Plan" was formulated which projected for 1980 a catch of 200,000 tons (a realistic limit, without running the risk of depletion, would be 500,000 tons); the development of a fleet of 70 modern vessels and the installation of terminal docks and of fish processing plants.

The results were not slow in becoming apparent. In 1974, 1975, 1976, 1977, 1978 and 1979 the catch (especially from operations on the high seas) grew to 17,500, 26,200, 33,600, 49,000, 73,000 and 95,000 tons respectively, while exports to the most diversified markets (especially the United States which made purchases for U.S. $2,879 million at an average price of U.S. $1,489 per ton), grew from 33,000 tons worth U.S. $22 million in 1978 to 44,000 tons worth $35 million last year with average prices increasing from U.S. $682 per ton to U.S. $939.

In the current year it is estimated that foreign trade will reach almost 60 million tons--which will bring in approximately U.S. $50 million in foreign currency.

But in spite of this favorable turn of events which has made our fishing exports an important element of our foreign trade, the future of the industry appears to be in jeopardy. On the one hand the unremitting rise in the cost of fuel and other expenses has substantially decreased the profit margin on foreign sales. In second place, there are the lavish subsidies with which our Argentine competition operates in international markets which are among our actual or potential customers, and which buy the same species that Uruguay offers.

By 1981 the catch will be between 120,000 and 130,000 tons of which only 16,000 are consumed in Uruguay. Obviously, the future of the industry depends, in the normal course, on its exports. But its ability to compete is being drastically reduced by the stimulative measures, especially the "cumulative subsidy," that Argentina grants its fishers. Argentine fishermen in effect get fuel (which represents 30 percent of the operational costs) 50 percent more cheaply than do Uruguayan ships. They also enjoy a basic subsidy of 20 percent on the export of all ocean products, to which another 20 percent is added if the catch is made to the south of the 42nd parallel and 5 percent if the sales are to "new markets." By playing with these figures, the Argentines are able, for example, to offer hake at prices up to 45 percent lower than those quoted by Uruguay.

Capt Walter Perez, director of INAPE [National Fishing Institute], confirmed this situation point by point and, recommending the immediate adoption of support measures for Uruguayan fishing, pointed out that "it is a sector which is still somewhat vulnerable because in 4 or 5 years it has invested more than $70 million."

This is a case in which it is better to prevent than to cure. He urges, therefore, that suitable mechanisms be adopted to avoid this threatening situation before a real crisis develops around an enterprise which in the last 5 years has assumed exceptional economic importance.

9204
CSO: 5200

FISHING INDUSTRY EXPRESSES CONCERN FOR SURVIVAL

Capetown THE CAPE TIMES in English 22 Nov 80 p 23

[Text]

MOSSEL BAY. — Those associated with the inshore fishing industry face a bleak future if the South Eastern Cape Inshore Fishing Association's (SECIFA) battle for survival fails.

Inshore trawlers have been tied three-deep along quays of south eastern Cape harbours since October 22 and destitute workers are existing on handouts from employers to pay food and rent bills.

At a meeting here recently SECIFA decided that:

- Its predicament be brought to the attention of the public by means of a press release;
- Direct representation be made to the minister of Agriculture and Fisheries as their only recourse because all other ways and means have been blocked;
- The present division of the internationally-allocated Hake quota be rejected;
- A sub-division into harbour quotas be rejected.

The chairman, Mr Ray Hart, emphasized that it was not SECIFA's intention to criticise the Institute of Sea Fisheries as their relationship has always been cordial.

"We have decided that the whole issue be made public for the sake of the industry, the destitute workers and their families — an estimated 9 000 people — and the long-suffering buying public," he said.

Mr Hart identified the causes of the problems as an inequitable division of the hake quota and the largely unsupervised activities of foreign fishing vessels within the 12-mile inshore limits.

A 153 000 metric tons international hake quota was imposed on the country two years ago and when the fishing industry proved unable to come to a solution as to the division, the then Department of Sea Fisheries divided it as follows: foreign fishing interests 10 000 metric tons; the inshore fishing industry 7 000 tons; deep-sea fishing industry 135 000 tons.

Mr Hart said that the division could not be accepted because:

- No provision was made for contingencies;
- No certainty exists on how foreign interest were controlled except for the blanket allocation of 10 000 tons. To his knowledge this quota had never been filled as foreign boats could be seen fishing all year round in inshore waters. He knew of 14 Japanese trawlers fishing inshore waters at present and they could catch as much as 83 000 tons of fish a year — as far as could be ascertained there were no control vessels in the SECIFA area.
- The internal division of the deep sea quota was based on horse-power initially. As the inshore industry contributed 13.8 percent of all horse-power used an acquitable share of the total hake quota should have been 119 596 tons. SECIFA, however, only asked for 115 000 tons for the 1981 season.
- There seemed to be little likelihood of the deep-sea fishing industry filling its quota this year, but it was known that one concern even chartered two foreign vessels in an all-out effort to fill its quota.

CSO: 5200

UNIVERSITY ACQUIRES OCEAN RESEARCH BOAT

Johannesburg THE CITIZEN in English 28 Nov 80 p 3

[Article by Murray McNally]

[Text] A fishing boat worth more than R50 000 has been donated to the University of Stellenbosch for research projects in the Ocean Engineering Department.

The 10-metre aluminium vessel, ETS Brown, was converted at considerable expense by the university's Department of Mechanical Engineering and equipped with a satellite navigator, radar, radio telephone, echo sounders and Decca navigation system.

The big-game fishing boat, Mako, was officially presented to the university by Dr ETS "Ted" Brown at a ceremony at Gordon's Bay this week.

Dr Brown--after whom the vessel is named--is a former chairman of the LTA construction group and he was chairman of the Zamco consortium in the construction of the Cabora Bassa hydro-electric scheme in Mozambique.

Dr Brown was one of the prime movers in 1978 in the establishment of the Ocean Engineering Department at Stellenbosch to find a way of harnessing energy from the sea.

South Africa's coastal shelf is said to be perfect for the large-scale generation of energy from sea motion as waves are more constant along the South African seaboard than in many other parts of the world.

At the time Dr Brown made a large sum of money available to the university for the fledgling department and donated Mako.

But Mako was based in Maputo and after Mozambique's independence vessels belonging to foreigners were confined to port.

Dr Brown told Professor Jannie de Villiers, former Rector of the University, that if the university managed to get the boat out of Mozambique he would donate it to the department.

Mr Henry Visser, the university's assistant director of development, and a team of men from Stellenbosch University masterminded a plan to get the vessel out.

However, they are tightlipped on how they did so.

CSO: 5200

BRIEFS

NEW MARINE RESEARCH SHIP--The new emphasis on sea fisheries as a primary food producer augered well for the future of South Africa's valuable marine resources and for those who harnessed them, the Minister of Agriculture and Fisheries, Mr Pietie du Plessis, said yesterday. Speaking on the occasion of the launching of the research ship, Africana, he stressed the importance of marine research, saying that successful modern food production required a high technology. "I am personally very happy that the sea fisheries of this country have now come in from an industrially-orientated activity to the fold of food production, where it logically belongs." Mr Du Plessis said that the once mighty South West African pilchard fishery had recently collapsed completely. "These realities demand responsible management of our vulnerable marine food resources. Living marine resources are renewable but are also common property. These facts require that they be state-controlled and carefully managed in such a manner that renewal may be perpetuated despite exploitation." The vessel just launched had the potential not only to discover, but perhaps more important, to protect, he said. [Text] [Capetown THE CAPE TIMES in English 22 Nov 80 p 5]

CSO: 5200

NORWAY-EEC SIGN FISH QUOTA AGREEMENT

LD151655 Oslo AFTENPOSTEN in Norwegian 12 Dec 80 p 12

[Report by NORSK TELEGRAM BYRAA: "Norway and EEC Reach Agreement on New Fishing Agreement"]

[Text] Norway and the EEC reached agreement Thursday evening [11 December] on a new fishing agreement for 1981 after tough negotiations. Fisheries Ministry Deputy Director Kjell Raasok told NORSK TELEGRAM BYRAA that the agreement, which he considers to be satisfactory, will not be signed before it has been discussed and approved by the EEC Council of Ministers, who will meet Monday [15 December] in an attempt to reach an internal fisheries arrangement for the EEC nations.

During the negotiations the Norwegian delegation succeeded in winning a quota of 4,000 tons of shrimp off Greenland. This is a reduction of 1,000 tons in this year's quota, but Norway had feared that the bulk of the shrimp quota would be lost.

The mackerel quota in the North Sea has been fixed at 44,000 tons against 55,000 tons this year. This year Norway had 80 percent of this quota. Its percentage has now been set at 70 percent. But by way of compensation Norway will have an additional 10,000 tons of mackeral north of Stad [peninsula in Sogn og Fjordane Province, Norway] and in international waters. Norway will also have 20,000 tons of mackerel west of Great Britain, against 22,000 tons this year.

Norwegian fishing vessels will have a pollack quota of 100,000 tons, a reduction of 25,000 tons, while the brisling quota in EEC waters will be 71,000 tons, the same as this year.

Fishing on the banks around the British Isles has been assured sufficient quotas, and the parties have also succeeded in circumventing the problems that have arisen in the past in connection with subsidiary catches. Norway will have 59,000 tons of coalfish. The capelin quota off Jan Mayen will be fixed in negotiations among Iceland, the EEC and Norway when a demarcation line between Jan Mayen and Greenland has been determined.

In the Barents Sea the EEC will have 12,800 tons of cod against 17,000 tons this year. The haddock quota has been fixed at 4,200 tons against 3,400 tons this year, while the rosefish quota has been fixed at 10,000 tons against 11,500 tons this year.

CSO: 5200

PAPER SEES FRG AS LOSER AT LOS CONFERENCE

Frankfurt/Main FRANKFURTER ALLGEMEINE in German 12 Nov 80 p 10

[Article by Dr Rudolf Dolzer: "The Federal Republic Is Among the Losers" (A preliminary evaluation of the new convention on the Law of the Sea)]

[Text] Eight years after its beginning, the Third UN Conference on the Law of the Sea will now probably reach its conclusion with the complete formulation of a new draft convention. The essential features of the planned treaty have been determined, although as of now on agreement has been reached concerning some important question (for instance, the questions of participation of the European Economic Union and of a transitional regulation concerning deep-sea mining, until the convention becomes effective).

With reference to the legal aspects, a preliminary evaluation of the course of the conference and of the result achieved by it so far is not an easy task. A comparison of its content with the traditional liberal maritime law, such as that which was valid before 1939 and which was reflected in the work of the 1958 and 1960 conferences on the Law of the Sea, certainly points to a fundamental redefinition of the norms of maritime law by the conference. Nevertheless one cannot overlook the fact that as early as 1970 more or less distinct developments had become noticeable which indicated a withdrawal from the old regime of the freedom of the seas.

Irrespective of one's contemplations concerning the independence of the decisions made at the conference, the question arises as to whether the solutions contained in the convention correspond to the demands of a just consideration of all concerned interests. A concept never did exist which would have actually allocated the same advantages to all the states of the community of nations. By its very nature, any attempt to achieve such a solution would probably have had to start with a system of absolute control carried out by an international authority equipped with comprehensive powers, and one which would have made distribution of the achieved gains to all states in accordance with an abstract code. With respect to political-order considerations, this would of course have meant the complete end of free enterprise in an important sector of world commerce. The planned convention is far from containing demands with such a tendency; nevertheless, the idea of an egalitarian universal distribution of the treasures of the sea in the sphere of sea-bed utilization has gained acceptance to a certain extent.

At the outset of its work, the conference was confronted particularly with the task of determining on an international basis the legitimate interests of the coastal states. If from nothing else, the need for an international regulation in this respect resulted from the fact that, after the experiences gathered in recent decades, internationally barely tolerable differences and frictions result whenever the regulation of the rights of a concerned coastal state in the maritime zone situated along its coast is left up to it exclusively. The old law from the time before 1939 had conceded to the coastal state only quite limited sovereignty rights, which were to enable it to protect its coast militarily. But it was precisely in this area that in recent decades strong efforts emanated from the Third World to change the prevailing regime. For instance, Peru and Chile repeatedly resisted the fishing activities of ships of industrial states in the areas along their coasts.

Thus, the demands of economically weak states were the points of departure for a redetermination of the transitional zones between the high seas and the mainland. The great irony of the course of this conference is the fact that some economically strong countries with long coastlines have themselves made skillful use of these arguments of the poorer states. They supported the poorer countries' demands, in which connection they declared the legal allocation of the expanded coastal zones to be a universally applicable principle of law, and at the same time created for themselves such strong positions that they, themselves, must now be considered the real winners of the conference. On the basis of the present state of the conference, Australia, Great Britain, Japan, Canada, Norway, the Soviet Union, South Africa, and particularly the United States are gaining disparately larger areas than, for instance, the FRG.

At the beginning of the conference the United States and the Soviet Union had, because of their long-range fishing activities, still voiced their objections to such a far-reaching nationalization of the seas, but they subsequently abandoned this stand at an early date. Of decisive importance for the great powers was the fact that, in exchange for the coastal regulation demanded by the Third World countries, the passage rights in the straits were regulated in accordance with the interests of the great powers. Because of the advantages which, taking everything into consideration, for instance the United States derived from this, their concurrence in this regulation was not too difficult for them to give.

From FRG's viewpoint this exchange, which is decisive for the overall regulation of the new law of the sea, presents a different picture. Although a liberal regulation of the utilization of straits also corresponds to its economic and military requirements, the German interests are reflected in the overall picture of the existing draft convention to a considerably lesser extent than, for instance, those of the United States. The concurrence of the United States in the described regulation was not influenced by any particular consideration for German interests. At any rate, it can hardly be said that in this sphere the convention was guided by universally accepted principles of any fair balancing of different interests. The treasures of the sea are distributed in accordance with the geographical coastal location in each case, and thus rather accidentally, as it were, and in line with stated national sphere-of-influence claims.

Seen from an economic viewpoint, the conference in a certain sense consisted of two partial conferences: the first conference dealt with the extension of the coastal zones, and the second one dealt with sea-bed utilization in the areas of the high seas. Whereas, in the question of coastal regulation, the great military powers and the coastal states were confronting each other, sea-bed utilization was judged to be a settlement of different interests represented by the demands of the industrially advanced Western liberal industrial states and the concerted claims of the Third World, in which the communist states concurred to a far-reaching extent.

For two reasons it could not be expected that the FRG would be taken to account for its negative showing with respect to any compensation in the coastal question. The decision on the question of coastal zones had definitely been made by the time the procedure for sea-bed mining was discussed. Beyond this, in the second phase, the deep-sea mining states and the producers of nodular metals on land (and the Third World) were confronting each other. In this respect, however, the planned coastal zone regulation could not be regarded as an unilateral concession on the part of the United States. In view of this constallation it was hardly possible for the German overall interests to be effectively introduced. Actually, a consensus did come about concerning sea-bed utilization which does justice only to a limited extent to the deep-sea mining interests.

On the whole, it is obvious even now that those states may be seen as the losers at the conference which profit neither from the methodical-political rearrangement of the sea-bed regulation nor from their geographic locations. The FRG to a considerable extent belongs to both of these categories. In allocating the sea-bed treasures as the "common heritage of mankind," other heirs of the presently planned testament have skimped with the German share.

With respect to the coastal regulation one must, however, give thought to the fact that, seen from an international point of view, the allocation of a coastal zone to a coastal state has somewhat of an automatic element to it. At the least, it is difficult to see what other principle of international regulation would have had any real chance of global recognition. The coastal states have a clear two-thirds majority at the conference. Furthermore, the conference has brought to their logical conclusion developments and principles which had already enjoyed a certain measure of validity. Of course, the states which were affected disadvantageously by this "logic" have, in connection with the regulation of the future law of the sea, been unable to introduce a true reorientation such as would have been indicated from the point of view of universal justice and as seen from the viewpoint of free enterprise.

The task of the conference on the Law of the Sea is merely to prepare a draft agreement approved by a strong majority. The convention does not come into force until 60 states have ratified it. Whether the draft actually represents a supportable basis will be shown when the national parliaments debate the convention. It is clear that this decision will

be particularly difficult to make if, in general and in comparison with the old law, a country's ratifying it will result in unfavorable results for it. One must furthermore take into consideration that the traditional law actually benefited the interests of the seafaring industrial nations to a great extent and that in connection with every new global regulation the views of the Third World will particularly be brought to bear because of the prevailing voting situation.

With a view to German foreign trade interests, it is an important consideration that a contractually stipulated legal system is preferable to an uncertain legal arrangement based on customary practice.

Important arguments for and against ratifying the convention could thus result from the special legal structure of the new convention. Its focal points are marked by unclear rules the practical significance of which can be determined only through future interpretations. From this state of affairs one may draw contradictory conclusions. On one hand, it is already clear that the convention is not going to further peace in the legal sphere, and thus presumbly not in the political sphere either. On the other hand, it is entirely possible that the open legal structure of the convention may give rise to the thought that there is a better chance for participation in the shaping of the future development of this law within the governing bodies created by the convention than there would be outside of them.

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Worldwide Report

LAW OF THE SEA

No. 167

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28 August 1981

WORLDWIDE REPORT

LAW OF THE SEA

No. 167

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UN LAW OF SEA CONFERENCE

HK150100 Beijing RENMIN RIBAO in Chinese 31 Jul 81 p 7

[Article by Yang Xiuju [2799 4423 5468]: "Why Has the Law of the Sea Conference Run Into Snags?"]

[Text] When the 10th phase of the law of the sea conference was convened in New York in March this year, delegates to the conference had optimistically predicted: This would be the last consultation on substantive issues of the law of the sea conference and the new law of the sea convention would possibly be signed in Caracas in the second half of this year. But contrary to people's expectations, the U.S. delegation announced at the start of the conference that the Reagan administration had decided to reexamine the draft law of the sea convention basically reached last year and demanded that the law of the sea conference take no decisive action before the United States finished its examination. This decision of the United States could not but put off the 8-year-long law of the sea conference.

The aim of the third UN law of the sea conference was to draw up a new comprehensive convention embracing all issues of the law of the sea. Those attending the conference included the delegates of nearly all countries of the world and the various international political, legal and economic organizations and the special institutions concerned. As there were a lot of issues to be discussed, involving the sovereignty and immediate interest of all countries, the conference lasted a very long time. From the opening ceremony held in New York at the end of 1973 up to the present, there have been 13 conferences of the 10 phases with an accumulative total of 79 working weeks, which can be regarded as the longest global conference in UN history. It was not until the ninth conference held in August 1980, after long and repeated consultations and negotiations, that an initial draft on the future law of the sea convention was drawn up. This draft convention was all-embracing and made detailed and concrete stipulations on such issues as the 12-mile breadth of the territorial waters, 200-mile exclusive economic zone, right of way through straits, boundaries of continental shelves, system for prospecting and exploration of the international seabed, right of landlocked countries to enter seas and oceans, archipelago countries as well as fisheries management, environmental protection of seas and oceans, oceanological research and procedures for settling disputes, among which the issue regarding prospecting and exploration of the seabed is a new one in the law of the sea. As it involves a series of complicated legal, economic and political issues, there are major differences of stands and interest between the industrially developed countries and the numerous developing countries. This was one of the important reasons why the law of the sea conference has been long drawn out. Obviously, the Reagan administration's decision to reexamine the new draft law of the sea convention was mainly due to its dissatisfaction over this section on the inernational seabed in the draft convention.

The so-called "international seabed" refers to the seabed of the high seas outside th exclusive economic zones and the continental shelves, which is generally 3,000-5,000 meters in depth. It is very rich in manganese nodule resources, from which manganese, copper,

cobalt, nickel and many other metals can be refined, and the total deposits are much more than the total deposits of this kind of metal in the land and are sufficient to last as many as 100 years for world consumption.

These few metals are indispensable materials for modern industry such as steel making, space navigation, aircraft engines and oil drilling and are listed as important strategic materials. The United States and other Western industrialized countries are major consumers of these metals and have to import large quantities from abroad every year. These metals mainly lie hidden in the Third World, especially in Africa. About 80 percent of the cobalt needed by the United States is imported from Zaire and about 70 percent of its manganese is imported from Gabon and other countries. With the scramble for strategic materials becoming more acute in recent years, the Soviet Union, which has been an exporting country of metal material all along, is also actively purchasing and importing certain metals in large quantities.

This has exerted pressure on the United States and other Western countries so that they are trying by every possible means to find a way out and open up new mineral sources. The oceans called the "sixth continent of the earth" are thus increasingly becoming the object of scientific inspection and industrial prospecting.

In recent years, the industrially developed countries such as the United States have been stepping up a series of research and experimental activities on the prospecting, trial exploration and processing and refinery techniques of manganese nodules on the international seabed. The U.S. Government has spent more than $200 million in this field. In the past few years, a few deep-sea mining companies have successfully collected nodules from the seabed in the deep sea and set up medium and small processing factories to refine metals such as manganese, copper, cobalt and nickel. It is generally estimated that, so long as sufficient investment and legal protection continue to be provided, large-scale commercial production can be carried out by 1988. Without doubt, this has a strong appeal and is of important strategic significance to the Western world.

In the section on prospecting and exploration of the international seabed in the present draft convention law of the sea, it has mainly been stipulated as follows: exploration of international seabed resources will be conducted under the unified management of the international seabed management bureau formed by all signatories to the convention. At the same time, signatories to the convention or any qualified public or private enterprises are also permitted to join in the exploration. This is what is called the "system of parallel exploration." But any country or enterprise that intends to join in the exploration should, first of all, send in an application to the international management bureau and obtain a contract of exploration. At the time of application, it is necessary to put forth two seabed mining sites which have been prospected and have equal value for exploration. At the approval of the management bureau, one site is to be explored by the applicant under contract and another is reserved for exploration by the department of enterprises under the international management bureau. Moreover, the contractor should make over to the department of enterprises the related technology at a fair and reasonable market price and pay to the management bureau a certain proportion of its profit derived from the exploration of seabed minerals. With the exception of fixed expenses, the entire income of the management bureau is to be shared by all countries, especially the developing countries. This "system of parallel exploration" is tentatively fixed for 15 years. In addition to this, in order to protect the interests of the present producing countries of related metals such as manganese, copper, cobalt and nickel from land mineral deposits, certain restrictions are to be imposed on the production quantity from exploration of manganese nodules. That is to say, taking nickel as a standard, 60 percent of the increased portion from the estimated required quantity is to be produced from the seabed and 40 percent is to be produced on land. The draft convention also includes an "antimonopoly" clause, stipulating that the mineral site contracted by a certain country should not exceed 2 percent of the seabed area permitted for exploration by signatories of the convention or their enterprises.

Obviously, the above-mentioned stipulations in the draft convention are intended to protect the minimum interest of the developing countries and serve as a restraint on the industrially developed countries which demand unlimited freedom to enter the seabed for exploration. This is exactly what the United States and some other industrially developed countries are unwilling to accept. They are opposed to the principle that "the international seabed and its resources are the inherited common property of all mankind" which was approved by the UN General Assembly in 1970 and which has been publicly acknowledged as the basis for the new law of the sea convention. They are opposed to the "compulsory" transfer of technology and the "excessive" amount of tax to be paid to the management bureau. They also demand a bigger and more decisive representation in the council, a principal executive organ of the international management bureau, to ensure that their nations obtain the exploration contracts and right of policy decision on other issues of major interest. These are the principal reasons why the U.S. Government and business circles consider the draft convention not in keeping with their best interests and therefore demand a reexamination.

The U.S. attitude naturally met with opposition from the developing countries. A few medium and small countries in the West also showed their dissatisfaction over the U.S. attitude. When talking of the U.S. performance, the UN Secretary General Kurt Waldheim said that he felt "anxious and was worried" about this.

It should be pointed out here that, in order to encourage investment on deep-sea exploration and provide legal protection, the United States has deliberated on the started legislation in the country since 1971. In June 1978, the U.S. House of Representatives approved the "decrees on deep-sea minerals" which was delivered to President Carter for his signature after Senate approval in June 1980. It is stipulated in the decree that as from 1 July 1981, U.S. nationals can receive a permit for deep-sea exploration and are allowed to engage in commercial exploration as from January 1988.

The U.S. unilateral legislative action has from the start met with strong opposition from the numerous developing countries. They pointed out that this was in direct violation of the spirit of the "declaration of principles" approved by the United Nations and also a pressure exerted on the law of the sea conference. Some public figures in the United States are also of the opinion that, under the present international situation, forced and single-handed exploration of the international seabed without paying attention to the strong opposition of the numerous developing countries will not only intensify the acute antagonism with the Third World countries but the investment itself will fail to get international, and therefore completely reliable, protection. Therefore, they advocated that it was still necessary to work for the formulation of the law of the sea convention and obtain a lawful right to international seabed exploration in accordance with the stipulations of the convention. This phase of the law of the sea conference will be held in Geneva from 3 August for 4-5 weeks. It seems the U.S. Government is confronted with a problem of what is a sensible choice.

CSO: 5200/2107

VICE ADMIRAL'S STAND ON MARITIME POLICY SUPPORTED

Calcutta THE STATESMAN in English 9 Jul 81 p 6

[Article by S. Sahay: "Our Oceanic Responsibilities"]

[Text] DUST-Laden Delhi hardly provides the setting for a proper appreciation of our growing oceanic responsibilities. This perhaps explains why the Indian Navy decided to transport some ordinarily desk-glued journalists to the Bay of Bengal so that they may have a better appreciation of the problems confronting it and the country. Seeing is believing. This writer watched with fascination the firing of missiles on surface, with an island as target, and under water, watched manoeuvres by our warships, eight of them together perhaps for the first time in recent years, while executing their assigned tasks of attack or defence.

An analysis of the defence capability of our Navy is best left to experts. A lay man can only dwell on the dimensions of the problem. There is growing super Power rivalry in the Indian Ocean. Right now as many as 120 foreign warships are stationed in the area and the chances are that their numbers may increase. It needs to be noted that the USA has managed to sabotage the proposed Colombo conference on the Indian Ocean as a zone of peace. It also seems hell-bent on either sabotaging the Law of the Sea Convention or so modifying it as to make the sea an invidious heritage for the majority of mankind.

The latest figures of super Power deployment in the Indian Ocean area are not known but figures available in March (mentioned in this column that month) indicated that the USA had 37 ships of major battle category afloat in the area. It had a major base with the facilities available for the despatch of the Rapid Deployment Force (RDF) in Diego Garcia. It had full-fledged deployment facilities in Egypt. It had expanded its air base in Turkey. It had facilities in Sudan and North Yemen and had been expanding its seven air bases in North-West Australia to take in strategic bombers armed with nuclear tactical weapons. It had naval facilities in Simonstown (South Africa), backed up by South African armoured and airborne divisions.

SOVIET PRESENCE

In the same month, the Soviet Union had 30 battleships and missile-carrying submarines in the Indian Ocean. It had a regular base for air and personnel movement in Ethiopia and a full-fledged naval base in South Yemen. It had been building military facilities on the Dahlak Islands with the help of Ethiopia and South Yemen. That was intended to give the Soviet Union control of the Red Sea and the Gulf of Hormuz and, in times of crisis to enable it to control trade routes such as Suez. It had solid linkage with Syria, apart from its massive presence in Afghanistan. It had intensive access to Vietnam and was in a position to control the Straits of Malacca.

Also in March, France had a mobile presence (10 ships) and Britain, France and West Germany had been selling highly sophisticated weapons to Israel, Kuwait, Saudi Arabia and South Africa. Nearly $10 billion worth of arms have been pumped into the region.

It is for our experts to tell us whether our Navy is equipped to deal with a major conflagration in the area, considering the vast coastlines jutting into the Indian Ocean as well as into the Arabian Sea, or to meet simultaneous attacks on both coasts. But it does not need an expert to suggest that the growing power rivalry in the Indian Ocean area as also the evolving political, military and economic interests in the sea would indicate the need for strengthening and better equipping the Indian Navy.

The challenges of the eighties are quite different from those of the past. In a paper entitled "Management of the Oceans in the Eighties", Vice-Admiral M. K. Roy, Flag Officer Commanding-in-Chief of the Eastern Naval Command, has underlined several interesting facts. The Indian Ocean, on which three continents abut, has an area of 28 million square miles. One quarter of the earth's population lives in this region. India has 6,000 sq km of coastline.

NATURE'S GIFT

The [illegible] which fall in the Andaman and Nicobar group are spread over a length of 700 km, the farthest, the Fygmalion Point, hardly 90 km from Sumatra. These islands are described by naval experts as Nature's gift to India and are considered strategically superior to Diego Garcia. The strategic value of the Andaman and Nicobar Islands in controlling the sea cannot be overemphasized, although this country's capability or desirability of getting involved in super Power conflicts is an open question, a political question, as men in the Defence Services would describe it. However, considering the fact that this country has increasing economic and defence stakes in the

Indian Ocean it is important that not only our Navy should exist but also make its presence felt. That seems to have been the purpose of holding the exercise A good decision too. Size and geography assign a specific role to India It must play that role

However, whatever the country's defence outlook, the fact remains that India cannot lag behind in the exploitation of the sea resources, living and non-living Since at present we lack the resources and the technical know-how to scoop up minerals from the sea, at least a consistent effort must be made to exploit marine resources and oil and gas. Some promising exploratory work has already been done in the discovery of oil and gas. It must be followed up.

It appears that, what with population increase and other problems, we shall have increasingly to turn to the sea for food, for minerals, for power. Vice-Admiral Roy's vision of the metamorphosis of the continental homo sapiens presently ensconced in the Indo-Gangetic Plains of North India into a sea mammal whose habitat will be more and more the warm rich salt waters of Southern India, is by no means an empty one. Science and technology as well as compulsions of growing population will lead to that

Already, convention or not, the Law of the Sea has changed a lot. As Vice-Admiral Roy has pointed out, until 1960, the laws of the sea were founded on two assumptions: that the resources of the sea are inexhaustible and that they belong to all. However, the progress in science and technology and the attempts by the advanced nations to exploit the seas led to a protest by developing nations. The Law of the Sea Convention seemed the way out until the USA had reservations about it. At any rate, most nations, including India, have unilaterally extended their sea boundary to 12 miles, their contiguous zones to 24 miles and their economic zones to 200 miles. The proposed Law of the Sea Convention does no more than recognize this actuality. As at present understood, a country has complete sovereignty over its territorial sea, including air space. The contiguous zone extends up to 24 miles and a State has the right to prevent infringement of its customs, fiscal, immigration or sanitary regulations prevalent within its territory or territorial sea and also to punish infringement of its regulations.

In the exclusive economic zone a State has the right to exploit, conserve and manage the natural resources living or non-living, and to produce energy from water currents and winds It can establish artificial islands start marine scientific research and protect and reserve the marine environment However, it must protect the rights of landlocked States.

India has the 12th largest exclusive economic zone in the world. The Andaman and Nicobar and Lakshadweep Islands have brought an area of 2.2 million square miles under New Delhi's regulatory jurisdiction and control. This is so because the economic zone has to be measured from the baselines from which the breadth of the territorial sea is measured. Measure 200 miles from the mouth of Ganga and also 200 miles around the sprawling islands and you have virtually the whole of Bay of Bengal under India's control Measurement of the Continental Shelf for which the Law of the Sea conference has not yet found a satisfactory solution, would give India control over even greater territory.

SPECIFIC FORMULA

There is little to show that New Delhi has full awareness of the dimensions of the problem A few coastguard boats are not going to prevent poaching in the Indian economic zone. It already means a loss of Rs 500 crores a year. Detection and punishment of poachers is not commensurate with action needed.

What is needed is an integrated approach to the problem. And it is heartening to note that this is what Vice-Admiral Roy has suggested, although like a good officer, he is disinclined to suggest any specific formula, which he rightly considers the province of the Executive. What he has in mind is the integration of all the complex ocean issues which are now being controlled by the Ministries such as Transport Agriculture, Finance, Science and Technology, Oil and Natural Gases and Revenue "Whether we have an inter-ministerial committee or Central Coordinating department or a full-fledged ministry for ocean management and maritime policy is a matter for Government to decide." Vice-Admiral Roy is content to point out that the Soviet Union has a coordinated mechanism for all maritime activities. The USA has a single agency to tackle the problem Japan and other countries have substantial working relationship between industry and Government in planning maritime interests. Even Sri Lanka is creating a separate department for maritime affairs. Can India afford to lag behind?

CSO: 5200/7058

SPREAD OF POLLUTANTS FEARED IN LINGAYEN GULF

Manila BULLETIN TODAY in English 18 Jun 81 p 18

[Text]

Director Ramon P. Binamira of Project Compassion told Pangasinan Gov. Agnedo F. Agbayani recently that the involvement of all sectors of society is needed to restore the ecological balance, especially the rich marine life, in Lingayen gulf area. He said that if nothing is done about it, it is in danger of deterioration.

The Project Compassion and a team of marine biologists from UP's Environmental Center in coordination with the provincial and municipal governments concerned conducted an environmental study of the gulf areas of Alaminos, Sual, Anda and Bolinao, all in Western Pangasinan.

Binamira pointed to Governor Agbayani the danger of using chemicals for fishing, pollution of toxic metals and siltation from the residues of mine tailings from the Upper Agno watershed.

He recommended the immediate marshalling of local and national resources to prevent the further spread of these pollutants in the gul. area which is one of the richest fishing grounds in the country.

Binamira said that some of the 200 rarest species of corals in the Philippines used to abound in the Lingayen Gulf area especially within the Hundred Islands and Anda.

Agbayani has began mobilizing the different agencies incharge with environmental protection and resource conservation.

Agbayani informed Binamira that the province had become aware of the seriousness of the pollution problem when UN experts filed their report in connection with the designing of the PIAD plan.

Agbayani further informed Binamira that he had himself communicated with the pollution commission to take action and in the meantime Precident Marcos authorized in 1979 the study of building a P6 billion multi-purpose dam in San Roque, San Manuel, to contain the mine tailings and siltation, aside from generating electricity and irrigating 52,000 to 82,000 hectares.

CSO: 5200/4919

RENEWABLE FISHING CONTRACT SIGNED BETWEEN COLOMBIA, JAMAICA

Kingston THE DAILY GLEANER in English 1 Aug 81 p 1

[Text] A two-year renewable fishing contract was signed between Jamaica and Colombia on Thursday in Bogota, ending 11 years of negotiations between the two countries.

Dr. Neville Gallimore, Minister of State in the Foreign Affairs Ministry, who signed for Jamaica, told the GLEANER at the Norman Manley International Airport yesterday, that Jamaican fishermen were now allowed to catch 840 metric tons of fish annually on the Bajo Nuevo and Serranilla Cays, off the Colombian coast.

The Minister stressed that the renewing of the contract will depend largely on the behaviour of the Jamaican fishermen when they fish in Colombia's territorial waters.

One special provision of the agreement, Dr. Gallimore said, was the allowance for "accidental catch". This meant that although Jamaican fishermen were not allowed to catch lobsters, if lobsters were caught "accidentally", the Jamaicans would be allowed to dispose of their catch.

The Jamaican fishermen would not be limited to any variety of catch, the Minister said. The Colombian waters are famous for the red snapper, grouper, jack, grunt, mullet, goat fish, tiger fish, parrot fish, shark, king fish, mackerel and file fish, and Jamaican fishermen would be allowed to catch all of these varieties.

In expressing his government's pleasure at the conclusion of the agreement, Colombia's Ambassador, Dr. Gilberto Sanchez, said this was the first such agreement to be signed by his government this year. This, he said, was Colombia's contribution to the government and people of Jamaica.

Jamaican fishermen will need to be licensed and registered at the Colombian Embassy in Kingston before they can fish in Colombian waters. Ambassador Sanchez said his Embassy would be assisting the fishermen with licences and registration.

Reference was made to the recent seizure by the Colombian authorities in Colombia of two Jamaican fishing boats, Gabriela and Dolphin. Dr. Sanchez said incidents of this nature which happened from time to time and which incurred fines for the offending country would be eliminated with the signing of the agreement.

Dr. Gallimore said the contract could not be ended without a 12-month notice by either party. He hinted that having concluded the sea agreement, both governments would proceed to make air agreements.

The Minister said Colombia had indicated its willingness to make available to Jamaica two ultra modern boats which they had recently commissioned for use in scientific exploration.

Dr. Gallimore said the Colombians were hard-bargaining people, yet reasonable. He expressed his personal delight that after 11 years, Jamaica under the new administration, could have sorted out the differences in three months.

The signing ceremony was also attended by Mr. Lloyd Barnett, head of the political division in the Ministry of Foreign Affairs. Dr. Carlos Lemos Simunds, Foreign Affairs Minister of Colombia, signed for his government.

CSO: 5200/7548

BRIEFS

JAMAICAN-COLOMBIAN FISHING AGREEMENT--Kingston, Jamaica, 5 Aug (CANA)--A fishing agreement signed last week between Jamaica and Colombia relates only to Jamaicans fishing in the waters around the small Colombian island of Bajo Nuevo and the Seranilla Cays, no more than 100 miles south of Kingston, a senior Jamaican fisheries official has said. The agreement allows for fishing 12 miles around Bajo Nuevo and the Seranilla Cays. It does not extend to the waters off the Colombian coast, the official who was involved in drafting the agreement said. Bajo Nuevo and the Seranilla Cays are more than 400 miles off the Colombian mainland. Under the agreement, which is for 2 years at the outset, the Jamaican fishermen will be allowed to take 840 metric tons of fish from the waters around the islands. There is no reciprocal arrangement for Colombians to fish in Jamaican waters. The pact, which was signed in Bogota last Thursday, was arrived at after 11 years of sporadic negotiations. [Excerpt] [FL051745 Bridgetown CANA in English 1630 GMT 5 Aug 81]

CSO: 5200/2109

NEW TERRITORIAL LIMIT AFFECTS FRANCE, VENEZUELA

FL102349 Bridgetown CANA in English 2159 GMT 10 Aug 81

[Text] Roseau, Dominica, 10 Aug (CANA)--Dominica said today that it hoped its adoption of the laws governing the international law of the sea would allow it to enter into treaties with countries which will be affected by the island's new 200-mile territorial limits.

Parliament today approved an act tabled by the island's prime minister, Eugenia Charles, establishing the limits of Dominica's territorial sea, the contiguous zone, and the exclusive economic and fisheries zones.

Speaking in Parliament, Miss Charles said that she expected France and Venezuela to be among countries affected by the adoption of the legislation. Dominica is sandwiched between two French islands, Guadeloupe in the north and Martinique in the south. And Venezuela has disputed the ownership of Tiny Bird Island off the Dominica coast.

During debate on the bill, opposition Senator Persbin Waldron suggested that the government on the possible joint exploration of Bird Island, to determine whether there is oil or there is no oil." [Sentence as received]

Bird Island, situated 90 miles west of Dominica, is within the country's 200-mile territorial boundary as stipulated by the international law of the sea, its ownership has often been the subject of intense debate here.

Senator Waldron said that Dominica should neither give up nor say that Bird Island was not a part of its territory, alluding to the fact that Venezuela was now laying claim to five-eighths of Guyana's territory. "That 200-mile limit, this is what needs to be explored to ascertain whether Bird Island really belongs to Venezuela or whether Bird Island really belongs to Dominica," he said.

The opposition senator contended that Bird Island was rich in oil and other natural gases, emphasizing that if it were to be explored and oil were discovered. it would have a significant impact on the development of Dominica.

Miss Charles responded that "Bird Island" had been given over to Venezuela "many years ago" under some award in which the queen of Spain officiated. She noted, however, that the law of the sea concerning unihabited rocks stipulated that only a 3-mile limit would be conceded to Bird Island."

"I can live with that on condition that the 3-mile limit only is conceded to Bird Island, which will mean that Dominica will have the rights to the riches of the sea from its 200-mile territorial limit," the Dominica prime minister added.

She went on to state that the new legislation tabled in Parliament enabled Dominica to enter into treaties with France and Venezuela which will be affected by the [word indistinct] zone. [Words indistinct] the Dominica Government jurisdiction to be exercised within the said zones, within the provisions of the new international law of the sea.

The bill also declares the intention of the government to enter into negotiations with the relevant states on the question of the delimination of the island's respective maritime boundaries.

CSO: 5200/2109

BRIEFS

VENEZUELA FISHING TIES--Cedros and Icacos fishermen are anxiously looking forward to the proposed meeting in Tucupita, Venezuela, between the Governments of Trinidad and Tobago and Venezuela, to discuss the problems in the fishing industry. The local fishermen are also thinking in terms of having cultural exchanges between both countries with a view to cementing better relationships. In fact, when Prime Minister George Chambers, visited Icacos last week during his tour of County St. Patrick, the Cedros Fishing Association, headed by Mr. Aaron Badai, presented him with a memorandum in which they outlined problems and at the same time called for action in their demands for improved conditions. First intimation of the possibility of having a meeting in Tucupita next month, was given during the handing out of fishing permits at Icacos by the Government of Venezuela, through the Ministry of Fisheries in Trinidad. On that occasion, more than a month ago, officials of the Trinidad Ministry and Venezuela's Embassy, spoke of the proposed meeting. They did so after Mr Badai outlined some of the problems the Trinidad fishermen were experiencing during the course of their trade while in the mainland territorial waters. Mr. Badai said that although they had permits, some of them were still being held, their boats impounded and catches taken away by that country's National Guards. He believed that with such a meeting at which fishermen from both countries will be represented, the problems could be discussed with a view to having a better understanding by both sides. [By Mickey Mahabir] [Text] [Port-of-Spain TRINIDAD GUARDIAN in English 24 Jul 81 p 6]

CSO: 5200/7548

EEC RECOGNIZES CONTINENTAL SHELF FOR ISLANDS

Athens I VRADYNI in Greek 18 Jun 81 pp 1, 12

[Article by Titos Athanasiadis]

[Text] Strasbourg--The Greek islands of the Aegean have a continental shelf, and Greece is allowed to extend its territorial waters to 12 miles (Editor's note: This has to do with the islands above all), after first taking into account certain formal conditions. Moreover, the continental shelf of the Greek islands will figure in the "customs boundaries" of Europe. This is stated in the report--of exceedingly great significance for Greece--by the European Parliament's committee on foreign economic relations. This report on the fixing of the "customs territory" of the European Community is sponsored by the French European-Community representative (Mari Mandelen Fourkat) and is signed also by the 21 members of the committee. The relevant report was passed in the committee, with 20 votes in favor, none against, and one abstention. And this result also has particular significance for Greece.

In the report, which settles problems of the sea and air zones and the continental shelf of the EEC member countries, the Greek islands are mentioned explicitly and the Greek position on the continental shelf of the Aegean islands is vindicated completely. But in addition, the recognition of the continental shelf for our islands and its characterization as a "customs boundary" of Europe constitutes a kind of protection and guarantee of the greatest significance with respect to the islands of the Aegean, given that their continental shelf is now regarded as forming a "customs territory" and a European frontier. The report will be discussed by the plenum of the European Parliament and will be put to a vote at its coming session (in July). Participating on the Greek side in the final formulation and ratification of the text was the European-Community representative from the New Democracy Party, Evstratios Papaevstratiou.

The points at which Greece is referred to by name are Paragraphs 62, 63, and 65 of the report, which are as follows:

Paragraph 62:

"In connection with Greece as a new member of the Community, the fact should not escape our attention that the Greek islands, just as the Balearic Islands, Corsica, Sardinia, and Sicily, are inseparably parts of the territory of their countries, and on the basis of the principle of sovereignty they can lay claim to territorial waters extending to 12 miles, an economic zone extending 200 miles, and a continental shelf."

Paragraph 63:

"Notwithstanding this, to the extent that the islands of the Mediterranean cannot set up claims to such areas without involving the rights of other countries, only the method of equal distance, which the same islands have elevated to the level of an objective general principle, will make possible the taking of some decision among the coastal countries."

Paragraph 65:

"What is true for the Mediterranean is also true for the Aegean Sea, where the Greek islands have a continental shelf to which the method of equal distance is applicable, even though this is disputed by Turkey."

This "(Fourkat) Report" strives to make the European Community into a unified power with regard to tariffs, and consequently tries to create uniform customs borders.

The "(Fourkat) Report" is seeking to include within the Community's "customs territory" now being fashioned the appropriate sea and air zones, the continental shelf of the member countries of the Community, as well as the continental shelf of the Mediterranean and Greek islands--an event which ensures them of the highest political and diplomatic protection.

The aim of this settlement is for the Mediterranean islands to acquire the advantages of having territorial sea waters, a continental shelf, and an economic zone. Indeed, wherever the continental shelf has not been defined as yet, the report believes that it is essential to commence negotiations among the member states, with the participation of the Community authorities, for the purpose of defining it and subsequently including it within the maritime "customs territory" of the Community.

The Air Zone

With regard to the air zone of the Community, the report considers it essential that this be defined, and the report calls for its inclusion within the Community customs area. Moreover, the committee's report also calls attention to the rapid development of operations at high altitudes aimed at exploration, defense, and possibly industrial development as well in the future.

The committee should now examine how the settlement which concerns the air zone can reconcile the problems of territorial security and defense with the customs obligations and liabilities which will emerge from the incorporation of the air zone within the area of the Community. Particularly with regard to the matter of assessing the dutiable value of cargoes on aircraft.

In its advisory report the committee stresses that "the time has come for us to finally consider the European Community as a unified entity which includes within its area not only the national soils of its member countries but also the surrounding sea and air."

12114
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END

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Worldwide Report

LAW OF THE SEA

No. 168

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8 September 1981

WORLDWIDE REPORT

LAW OF THE SEA

No. 168

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GOVERNMENT FORMULATES FIRST PROGRAM FOR SEA EXPLORATION

Sao Paulo O ESTADO DE SAO PAULO in Portuguese 12 Jul 81 p 34

[Text] Brasilia--The illogical and unencouraged exploration of the ocean, the many overlapping research projects, the great imbalance in the teaching and development of the various oceanographic sciences, the withdrawal of the university from important investigations for the country, the absence of dissemination of technology and the fact that much of the oceanographic information about the ocean off the coast of Brazil was obtained with foreign cooperation, "not always as a result of a desirable national initiative or with an acceptable level of Brazilian participation"--these are the observations that guide the formulation of the first sector's plan on ocean resources which provides for the creation of five programs and whose basic text will be forwarded for review by the Planalto Palace at the beginning of August.

The document was prepared by the Interministerial Commission on Sea Resources (CIRM), which is headed by the Minister of the Navy; it is to be voted on in the meeting of the 30th. The drafters of the document believe that although the extent of our territorial waters represent more than 40 percent of all underwater land, the scope of activities related to the area is not at all encouraging. With the plan, they hope to guide and coordinate efforts at the national level, especially through the more judicious allocation of resources already considered insufficient for the area.

In justifying the importance of the plan, based on the general directives of the national policy for ocean resources, levied in May 1980 by the president of the republic, the experts recall that although there is a crisis in the fishing sector, FAO estimates indicate that world fishing production can be doubled through the exploitation of unusual species, increased catches of little-sought species, reduction in losses after the catch and the development of aquiculture. In addition, they emphasize the importance of the petroleum reserves on the continental shelf; the large quantity of nickel, copper, manganese and cobalt concentrated in polymetallic nodules; and the energy that can be released through the movement of waves and tides. Nevertheless, they note that it is necessary to carefully distinguish the utopia that could lead to a "race for the sea" from the realities liable to be achieved, pointing out that the fishing techniques and methods of mining must be correctly adapted to avoid the degradation of the marine environment "at all costs."

The first fact verified by the members of the CIRM is that there is not enough money available to permit all the research of interest to the country and therefore the sector's plan was formulated from a selective viewpoint. The programs established are: oceanic systems, coastal systems, ocean resources, human resources and oceanographic support.

The first of the above is aimed at acquiring reliable information about the principal recorded oceanographic phenomena, as well as about the geology of the Brazilian continental shelf. The scarcity of meteorological data is explained to some extent, according to the experts, as due to the absence of significant climatic disturbances. And little is known even about the morphology of the underwater floor, since that study is only being carried out from the standpoint of nautical cartography. To increase knowledge about the sea floor, three subprograms have been created, in which the federal and state entities involved in the matter, as well as universities, should participate.

The coastal systems program seeks to increase scientific knowledge about some of the environments on the coast of Brazil, aiming not only at exploration of resources, but also at preservation of the environment. According to the document, the research carried out along the coast rarely gives an integrated picture of the area under study, since various biological studies are done without knowing the morphology of the bottom or of the currents, or even of the tides. In addition to verifying the most viable areas for the development of aquiculture, the program will attempt to identify pollutants and to maintain the natural conditions of those areas. Within that program the estuaries of the principal rivers will also be studied, both for their physical size and for their economic and social value. The main points to be researched are the Bays of Santos, Sao Marcos, Todos os Santos, Guanabara, Ilha Grande, and Paranagua, the regions of Cabo Frio, the Marambaia reef, and the Sao Sebastiao and Lagoa dos Patos canals.

The third program encompasses living, mineral and energy resources. According to the text, there is enough biomass to double the country's production of fish by means of extractive fishing, without endangering the existing stocks. Although Brazil has not yet been able to harness the ocean's energy, the continental shelf has already contributed 35 percent of the nation's hydrocarbon production.

The CIRM will specify which species of fish are considered of primary importance for study; that study will even extend to the methods of fishing. The subprogram on mineral resources already anticipates increasing the availability of the following raw materials: hydrocarbons, sulfur, coal, polymetallic nodules, rock salt, heavy minerals (among which are gold and diamonds), limestone and construction material. The projects in the area of energy resources mainly involve the exploration of thermal changes and the movements of waves and tides.

The human resources sector is considered "at best, worrisome," taking into account the withdrawal of the university, the lack of middle level professionals, the preponderance of biology and almost total absence of chemistry in the training of personnel and few graduate courses, which, nonetheless still offer a rather diversified curriculum. To promote that field, the CIRM will carry out campaigns in the schools and the press, in addition to promoting the training of personnel, both at the middle level and at the graduate level.

The last program, that of oceanographic support, is believed to be one of the most problematic due to the country's dependence on foreign oceanographic instruments (an "almost total" dependence), with a large part of the foreign exchange credits still being spent on chemical reagents that "we could make ourselves with little difficulty." The Brazilian oceanographic fleet consists of only four boats: two belonging to the Navy and the other two to the Universities of Sao Paulo and Rio Grande do Sul. "Rounding out the fleet are about 10, if that many, smaller boats, almost all of them unequipped," say the specialists. The main subprograms in this area are focused on the nationalization of oceanographic material and on the expansion and maintenance of the existing fleet.

In addition to the Federal budget, the CIRM hopes to receive funds from the National Fund for Scientific and Technological Development and from public or private financial companies and institutions. To date, however, nothing has been determined in that area.

9845
CSO: 5200/2100

NAVY PREPARES PLAN FOR EXPLOITATION OF SEA RESOURCES

Interministerial Commission on Sea Resources

Rio de Janeiro O GLOBO in Portuguese 28 Jul 81 p 4

[Text] Brasilia--The Interministerial Commission on Sea Resources (CIRM) will meet tomorrow under the chairmanship of Navy Minister Admiral Maximiano Eduardo Fonseca, together with the secretary of the CIRM, Admiral Mucio Piragibe Bakker, to study the plan presented at the last meeting of that body to exploit ocean resources in accordance with a strategy aimed at benefiting the nutrition of the population and the energy area, obtaining raw materials, and deriving scientific knowledge and technological development.

The First Sector Plan for Sea Resources is divided into five programs--oceanic, coastal, sea resources, human, and oceanographic support systems--which will be put into practice between 1982 and 1985 and will cost 7.5 million cruzeiros, having as its fundamental basis "the principle that projects must be defined in terms of their contribution to the economic and social development of the country."

"The strategic guidelines" of the plan stress further that "it will not be sufficient to utilize only our agricultural-livestock potential, despite its constant increase (7.2 percent in 1980). The population growth and the food needs of the country require the intensive use of the live resources of the oceans in order that they may contribute to the production of basic foodstuffs for popular consumption."

The document also points out that "increasing the supply of the traditional species, as well as promoting the catching and consumption of other little-exploited live resources is essential through the development of research in the field of fishery, aquiculture and restocking."

Finally, the plan stresses the possibility of obtaining "raw materials essential for industry, such as sulfur, which could have a sea potential greater than land reserves" and cites the "polymetallic nodules--the distribution of which in the South Atlantic is practically unknown--and represent sources of nickel, cobalt, copper, manganese, and the derivatives of algae, such as the alginates, that can lead our country to export products that today make us almost totally dependent on foreign countries."

General Staff Prepares Policy

Sao Paulo O ESTADO DE SAO PAULO in Portuguese 31 Jul 81 p 6

[Text] The Navy General Staff is preparing a national sea policy that would encompass the already existing sector policies, such as naval defense and refine some policies, such as those pertaining to sea resources and patrolling the Brazilian coast. That was revealed to ESTADO DE SAO PAULO and JORNAL DA TARDE today by Navy Minister Maximiano da Fonsseca, after chairing the meeting of the Interministerial Commission on Sea Resources (CIRM), where the First National Sea Resources Plan was approved and will be sent to the Planning Secretariat and later the Presidency of the Republic.

The minister stressed that the country has sector policies pertaining to the sea but it plans to prepare a comprehensive document that formulates general and integrated policies. The matter is still in the initial phase of study and Maximiano Fonsseca did not want to set time schedules for completion of the project.

Coast Guard

Another matter pointed out by the navy minister was the absence of a coast guard in our country. "We have more than 6,000 kilometers of coast and the navy is not the police." He said that the matter is being analyzed and he pointed out that every country has a coast guard. "Look at the case of the Superintendency for the Development of the Fishing Industry (SUDEPE)," he cited as an example, "which is not in a position to control fishing because of a lack of ships." He said also that there are no definite time schedules for the creation of that service.

Sea Resources

According to the minister, the main objective of the plan prepared by the Executive Secretariat is to coordinate the actions aimed at exploiting ocean resources, "which are currently disjointed, especially as regards research."

The Presidency of the Republic will receive the document accompanied by a justifying covering memo from the navy minister and the chief of the Planning Secretariat of the Presidency of the Republic. The navy proposal is that the plan be carried out in 4 years and be allocated about 7.5 billion cruzeiros.

The idea is to operate through five subprograms: oceanic systems, coastal systems; sea resources; human resources; and oceanographic support.

The executive secretary of the CIRM, Admiral Mucio Piragibe Bakker, considers it the first rational attempt made by the country to "move eastward." The experts who prepared the text support the importance of the program by pointing to the irrational and lackluster exploitation of the ocean, the lack of involvement of the universities in priority research, the absence of the demarcation of the Brazilian territorial waters and morphological studies on the seabed.

Another CIRM concern is the irrational occupation of the coast, especially as pertains to the destruction of the mangrove areas. Admiral Bakker pointed out

that it is necessary to be aware of the fact that the mangroves are areas for the reproduction of sealife and consequently the basis of the reproduction of fisheries resources. He specifically cited the case of Maranhao where part of the mangroves are being illegally occupied--there is federal legislation in that regard--by real estate companies that cut them down to subdivide the land.

"Our Sea" Campaign

The CIRM plans to launch a campaign called "Our Sea," aimed at making government officials, congressmen, businessmen and students at all levels aware of the potential of the sea. Another objective is, through the campaign, to obtain financial resources.

The campaign will include a series of films on television and in the movies, in addition to talks and contacts with various organizations. The CIRM plans to include under the topic "Brazilian Problems" matters connected with the resources and uses of the sea, and to promote water sports and increase the consumption of fish. In that connection, the CIRM is going to try to arrange, through the Superintendency for the Development of the Fishing Industry (SUDEPE), for the provision of cheap fish for first grade lunches in the public schools.

8711
CSO: 5200/2103

RADIO COMMENTS ON LAW OF SEA CONFERENCE

AB112106 Lagos International Service in English 1630 GMT 11 Aug 81

[Station commentary]

[Text] Delegates from more than 150 countries meeting in Geneva, Switzerland, in the 10th session of the United Nations Law of the Sea Conference need mutual agreement on a comprehensive law of the sea. The delegates found common ground on the 440 articles of the law aimed at regulating human activities over two-thirds of the surface covered by water.

The current session of the Law of the Sea Conference is expected to continue until the end of August and there is the likelihood that it could be extended beyond that time. The session is a follow-up of a previous one which took place between 9 March and 24 April this year. Last week's agreement was reached after more than 7 years of negotiations.

Conference sources stated that a final accord could not be reached until the Reagan administration in Washington completes its review of the draft treaty. The United States is said to be concerned about proposals for mining disputed minerals which lie beyond the national limits and wishes to ensure that private companies are not excluded. But the main purpose of the Law of the Sea Conference is to assemble relevant information for an international convention to govern exploitation of its ocean floor by nations and the use of its many valuable resources. The current session is expected, also, to examine the two Geneva conventions of 1968 on the exploitation of ocean resources. The conventions include the one on the territorial sea, its contiguous zone and the continental shelf. The other is the convention on searching and conservation of the living resources of the high seas. Both conventions are often jointly referred to as the Geneva settlement.

However, it will be noted that since 1968 when both conventions were first initiated they have been the subject of international controversy. Many states refuse to accept the conventions, objecting to one clause or the other. This led to the convening of the first international conference on the law of the sea under the auspices of the United Nations in 1973. The clause on the exploitation of the continental shelf, in particular, was singled out for criticism and the convention regarding the continental shelf.

The criticisms can be best understood on two grounds. The first is that advances in technology since 1968 have opened up exploration activities in the ocean belt beyond the limits envisaged by the Geneva convention. Secondly, there is the view among Third World nations that the exploitation of the resources of the ocean floor will be dominated by the technological and financially advanced nations if the convention is not significantly revised.

Under international law, each ration has jurisdiction over the resources of the ocean floor and seabed up to 3 miles after its natural boundaries. This is the area commonly referred to as the country's territorial waters and a violation of this area in any way is regarded as a breach of international law. But beyond the limits of national jurisdiction, the resources of the seabed, the ocean's floor and its sub-soil [word indistinct] are supposed to be the common heritage of mankind. The area outside the 3-mile shelf is not subject to appropriation by any nation or claim to sovereignty and it is expected to be exploited for future purposes and the mutual benefit of all nations.

However, it will be noted that there are instances where some countries have ignored their traditional 3-mile territorial waters for economic reasons. An example is the dispute over fishing rights between Britain and Iceland which caused Britain to extend its territorial waters over 100 miles into the sea.

The importance of the Law of the Sea Conference can be fully appreciated when it is realized that experts contend that the depleting resources of the world can only be significantly replenished by a greater exploitation of the wealth of the ocean floor.

It is believed that the potential of the seabed and ocean floor had never been adequately explored and exploited by mankind and that they contain many valuable mineral resources that are not in the world. Besides, the conference is expected to regulate oil spillages and the disposal of waste as well as reinforce the ban on nuclear tests on the ocean floor stipulated by previous international conventions.

CSO: 5200/4968

DANISH FISHERMEN FEAR OVERFISHING OF HERRING BY EC COUNTRIES

Copenhagen BERLINGSKE TIDENDE in Danish 27 Jul 81 pt III p 1

[Article by Ib Christensen]

[Text] Fisheries Minister Karl Hjortnaes will make a strong protest today at the EC Fishing Council meeting in Brussels against the EC Commission's proposal to reopen the North Sea to herring fishing in an area west of Scotland and near the English Channel. Fishermen's organizations strongly support the minister's opposition.

Danish fishermen fear that new herring supplies from the North Sea will knock the bottom out of herring prices which have been unusually good during the 3-year ban. Denmark has exported large quantities of herring, especially from Skagerrak, to Germany and Holland which could not get enough herring during the ban.

Legalizing Illegal Fishing

In addition the fishermen don't believe they would be allowed to make substantial catches in the two proposed zones, which call for 65,000 and 27,000 tons respectively for 1981, because Danish fishermen have done very little fishing in these waters in the past. The Ministry of Fisheries, the Danish Ocean Fishing Association and the Danish Fishermen's Association feel the EC Commission issued the proposal only after pressure was brought to bear by Belgium and France. The two lands apparently do a lot of illegal herring fishing in spite of the ban which has acquired a certain legitimacy simply because of the presentation of the proposal.

Denmark will not accept reopening the area unless herring can be caught throughout the North Sea. A quota division is artificial according to the industry. At today's meeting the Danish delegation will also point out that it would be impossible in practice to insure against widespread overfishing. The two quotas are very small and must be regarded as already having been used up as a result of the illegal fishing.

Great Britain Says Yes

The British delegation, on the other hand, will recommend the commission's proposal but will not insist strongly on adopting a formal quota system, according

to diplomatic sources. The British minister of fisheries who is leading the discussions is expected to limit the agenda to a few not too controversial issues so the meeting does not end in open conflict.

Fishing biologists in individual EC countries violently disagree among themselves on whether it is worth recommending a lifting of the herring ban. Advisers to the Ministry of Fisheries, however, do not believe North Sea herring can tolerate the reopening of fishing there at this time.

The fisheries ministers of the EC lands will also discuss agreements with third lands. Here Denmark will place most emphasis on setting up an agreement giving the Faeroes access to EC waters. The reason why this particular agreement has been assigned top priority is that the Faeroes are very dissatisfied with the past efforts of the Danish government.

As part of the Danish nation the Faeroes want access to Greenland and the rest of the EC ocean area but previously found no support for their views either in Copenhagen or in Brussels. Great Britain has been the only EC land to refuse to grant the Faeroes access to Greenland waters and Faeroese fishermen are bitter over the fact that Denmark has not tried to break down the British opposition.

The Faeroese fishing industry is going through one of its worst crises at this time and feels that inadequate Danish support would lead to a catastrophe for the entire Faeroese community.

After the Faeroes the Danish delegation will give second priority to an agreement with Sweden. Danish fishermen want to be allowed to catch more herring, cod and especially salmon in the Swedish zone of the Baltic. But not much is expected to come out of today's negotiations because all Denmark can offer in return is 1000 tons of herring.

West Germany will probably repeat its demand for a fishing agreement between EC and Canada which would give West German fishermen access to Canadian waters but disagreement on this within EC is still substantial. Earlier this year Great Britain blocked a similar proposal because British fishermen feared the cheap Canadian fish imports would threaten the industry.

The fisheries minister will also take a stand on appropriating 200 million kroner to aid coastal fishing in the poorer EC areas, an increase of 25 percent over last year.

6578
CSO: 5200/2108

END

JPRS 78967

14 September 1981

Worldwide Report

LAW OF THE SEA

No. 169

FBIS FOREIGN BROADCAST INFORMATION SERVICE

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WORLDWIDE REPORT

LAW OF THE SEA

No. 169

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NEW 200-MILE FISHING ZONE POSES PROBLEMS FOR FISHERMEN

Canberra THE AUSTRALIAN in English 3 Aug 81 p 7

[Article by Peter Dwyer]

[Text] Local fishermen have been warned that they must improve their ability to exploit Australia's new 200-mile off-shore fishing zone or face going broke.

The warning came yesterday from Senator Brian Archer, the chairman of a Senate standing committee investigating the fishing industry.

In its report to be released late this year, the committee is certain to recommend that fishermen take a more professional approach.

Without a new approach many could be forced out of business through intense competition from better-prepared local and international fishermen.

Senator Archer said local fishermen could not expect international boats to leave their waters unless they could demonstrate that they were capable of making proper use of them.

He said: "This is a highly sophisticated and high technology industry and it will need the same sort of people.

"We have fallen behind the rest of the world because we are not deep-sea fishermen.

"We have preferred the things close to the coast that are easy to get and pay best.

"If we don't show that we are going to properly use the 200-mile zone, we don't have any international powers to claim it."

Senator Archer said there were thousands too many boats in Australian waters and many of their owners seemed certain to go broke.

The committee will also be faced with the problem of recommending solutions to a dispute over whether a State has the right to process fish caught in its waters.

Some States favor "open slather" on all waters while others are seeking protection.

Senator Archer warned fishermen that the new zone did not automatically mean a more viable business.

He said: "The people who thought the 200-mile zone was going to have fish jumping into their boats have had to realise that they have got to go out and get the fish.

"The fishing industry was looking at the 200-mile zone to solve a lot of its problems but it hasn't done so automatically and wasn't meant to."

In a submission to the committee, the new Australian Maritime College in Tasmania said the new zone presented the industry with "an opportunity and a challenge."

But it warned that the industry needed to:

--Research the fish stocks of the zone.
--Investigate the effectiveness of various fishing techniques under local conditions.
--Train fishermen in new and successful techniques.
--Educate fishermen and the public to accept novel species of fish.
--Develop processing and marketing facilities to cope with the quantities and types of fish that can be harvested from the zone.

Senator Archer and the committee visited the college near Launcheston last week during the committee's final days of hearings.

He said later: "We are out to make sure that the development of the industry is to the advantage of the industry in Australia.

Management

"But we must remember this is a fisherman-based industry, not a government-based one.

"Australian waters are not fish-rich: there is just not a lot of fish. This is why management is so important and we have to make sure the biological side of the issue is not forgotten."

The Tasmanian Government urged the committee to ensure that each State gained the benefit of catches in its waters.

Its submission said: "Unfortunately there is a temptation on the part of some fishing companies to utilise the marine resources around this State and yet bypass its economy by operating vessels and landing their catches in adjacent States."

Senator Archer said it was obvious the States would need to cooperate closely in organising fishing controls for their waters.

CSO: 5200/7550

23-KILOMETER ROCK BARRIER TO PROTECT UNDERSEA PIPELINE

Canberra THE AUSTRALIAN in English 30 Jul 81 p 17

[Article by Peter Terry]

[Text]

AUSTRALIA is about to break all international engineering records with a $30 million project to protect the North West Shelf under-sea gas pipeline from cyclone damage.

It will involve dumping more than two million tonnes of rock to create a hilly barrier stretching 23km out to sea.

The barrier will cover the pipeline to a depth of about 2m and will be capable of withstanding the most fierce underwater currents generated by cyclones.

At the height of the cyclone season off Western Australia's north-west coast, driving currents of up to 10 knots are known to sweep along the sea floor.

If they hit the pipeline unprotected, it would smash within minutes — despite the fact that each 9m length of pipe weighs about 14 tonnes.

According to Woodside's chief pipeline engineer, Dr Errol Seymour, there has been no similar protection project anywhere in the world.

Although other offshore pipelines are sometimes given rock protection against battering from the surf, at most the hilly barriers stretch only a few kilometres out to sea.

DAMAGE

The construction project will be shared between the Dutch-based ACZ Marine Engineering and Construction of Gorinchen and Australian-based John Holland Construction Pty Ltd.

Work is expected to begin next March and take about 15 months to complete.

To dump the rocks, ACZ will be using a specially designed ship, the Rocky Giant, of which there are only two in the world.

ACZ is one of the few companies in the world specialising in underwater construction.

The final rocky barrier will also protect the pipeline from any risk of damage by ships dragging their anchors.

The pipeline comes ashore just north of Dampier through what is today the main anchorage point for bulk ore ships.

Before completing the design specification, Woodside built a replica of the rock barrier on land and used a tractor to drag anchors across it.

The tests proved the barrier provided adequate protection.

CSO: 5200/7550

BRIEFS

OCEAN DEVELOPMENT DEPARTMENT--New Delhi, July 29--A new department for ocean development has been created by the Government to ensure and coordinate exploitation of sea bed resources. The new department has been constituted in terms of the assurance given by the Prime Minister, Mrs Indira Gandhi, who is also looking after the Defence portfolio, during the debate in the Lok Sabha on the demands for grants of the Defence Ministry in the last session. Mr K. Saigal, Additional Secretary to the Cabinet Secretariat, has been shifted to the new department with the same rank. A Secretary for the department is yet to be named. Mr Prem Kumar, now Secretary to the Governor of Uttar Pradesh, will take the place of Mr Saigal in the Cabinet Secretariat.--UNI. [Text] [Madras THE HINDU in English 30 Jul 81 p 9]

CSO: 5200/7059

FISHING INDUSTRY BOARD SEEKS TO DOUBLE CATCH BY 1990

Further Investment Needed

Auckland THE NEW ZEALAND HERALD in English 9 Jul 81 p 18

[Text]

The Fishing Industry Board believes expansion of the local fishing industry to double the present catch by 1990 will offer value for money in export earnings and job creation.

Its development plan advocates a boost in the combined local and joint-venture catches to a total 400,000 tonnes of fish a year at a further investment of $200 million.

But the board highlights an immediate need to stabilise present growth by providing a price stabilisation scheme for local deep-water fishermen.

The board economics and marketing manager, Mr Russell Armitage, said yesterday that the fishing industry had recruited a lot of financial support to develop to its present stage.

It now faced major problems if further assistance was not given in consolidating its development.

Subsidised

Local fishermen have been seeking a price support scheme for less-preferred deep-sea species such as mackerel and barracouta, which have good potential market in many Third World countries.

Such a scheme could keep bigger boats in business and help to open up new export markets. At present many local deep-sea fishermen are competing against heavily subsidised foreign trawlers, which often employ low-paid crews.

Exports of mackerel and barracouta amounted to 12,000 tonnes last year and were valued at $5.5 million.

A survey of the activities of New Zealand's 12 largest trawlers revealed they had caught 16,000 tonnes last year worth $8 million in exports and had returned a combined loss of about $1.9 million.

Greater Risk

Mr Armitage said the board's recently released development plan outlined the need for a major capital injection to cope with the next stage of development.

That step involved greater financial risk than development so far, he said, and there was also a need to define an appropriate role for foreign fishing boats.

The board's development plan makes the following points:

- The industry, which now employs 5000 people, could employ more than 10,000.
- Export earnings, $162 million a year at present, could increase to almost $300 million in an industry with at least a 75 per cent domestic content.
- The industry will need a further $200 million investment to realise such growth and will need assistance for the next three to four years. It now receives about 8 per cent of its export earnings in real support.

Mr Armitage said to achieve a 400,000-tonne catch, a $65-million investment would have to be made in shore processing and $130 million in fishing boats to work towards a maximum domestic content.

New Jobs

It was envisaged that domestic fish processing would increase from 108,000 tonnes to 260,000 tonnes and joint-venture processing from 12,000 tonnes to 70,000 tonnes.

About 900 new jobs could be provided at sea and if the major portion of the processing was retained on shore an additional 4400 jobs would be created as well as associated support services.

Mr Armitage suggested the processing investment should come first because there was less risk attached to it.

Gross exports would increase from $162 million to about $300 million by 1990, with the actual domestic content of the export value amounting to about $240 million by the end of the decade.

Confined

"Although the fishing industry has the potential to be a significant industry, its possible size must be kept in perspective — it will not be another dairy industry," he said.

Mr Armitage said the development plan was based on the assumption that foreign licensed fishing boats would be confined to a total 100,000 tonnes catch and restricted to fishing in area "E." to the south of the South Island.

Another vital assumption was that the resources would be capable of yielding about 500,000 tonnes of fish a year.

"Two of the most encouraging figures which came out of the study were that an additional $1 invested in fishing can produce almost 50c in exports every year, and one job in the fishing industry equates at present to almost $15,000 in exports and $23,000 for the expansion.

"That one job in fishing could be created for every $40,000 of investment. That compares with $75,000 for farming and $1.3 million for large energy projects, as quoted in a recent study by the Meat and Wool Board economic service."

Mr Armitage said there were many other beneficial flow-on effects for local industries, principally in shipbuilding, packaging and construction.

High Costs Lower Catches

Auckland THE NEW ZEALAND HERALD in English 21 Jul 81 p 20

[Text] New Zealand fishing grounds may be less abundant than at first thought and fishing costs may dictate far lower catches than the recommended yield.

Marine biologists have recommended a total sustainable catch of all fish species which now seems impossible to achieve.

Economic considerations, such as the price of fuel and the market value of catches, have made it uneconomic to land the total sustainable catch.

The assistant director-general of the Ministry of Agriculture and Fisheries, Mr Royce Elliott, said the economic sustainable catch might be only about two-thirds the total sustainable biological yield.

He said the total allowable catch included big resources such as southern blue whiting in area "E" (New Zealand's most rugged fishing ground) which no one had been very interested in.

Marine biologists have set a total allowable catch, of all fish species, of about 500,000 tonnes, but the total catch by local, joint-venture and foreign fishermen has amounted to only about 250,000 tonnes a year.

All Types

Mr Elliott said the size of the catch was one of the facts becoming apparent from a thorough review of all foreign joint-venture fishing.

The ministry expected to obtain accurate profiles on all types of fishing within the 200-mile zone as a result of the review.

The major reassessment of foreign joint ventures is being conducted by an interdepartmental task force which includes representatives of the Treasury, the Ministry of Foreign Affairs, the Trade and Industry Department and the Fishing Industry board.

The object is to give the Government an indication of what fishing grounds, types of fishing and processing local fishermen can expand into.

Mr Elliott said squid jigging and tuna fishing were being given top priority because it was necessary to have some policy decisions before the summer season.

Fin-fishing joint ventures would be examined next, he said.

"What we expect to end up with is a set of profiles on each section of the fishing industry, and then we shall have to bite the bullet and make some decisions."

The ultimate decision would be left to the cabinet economic committee.

It is the first time the Fishing Industry Board has been directly involved in an appraisal of foreign fishing. The board's economics and marketing manager, Mr Russell Armitage, said the board's presence in the task group would ensure the views of local fishermen were heard.

Policy Rules

He said local fishermen were seeking policy ground-rules on joint ventures.

They were not only seeking to increase their catching opportunities but also hoping to process more fish from foreign boats.

"It seems we may have made a mistake in the past by not allowing local processing companies the opportunity to tender for foreign processing in New Zealand," said Mr Armitage.

At present a relatively small percentage of the total foreign joint-venture catch was processed in New Zealand.

Method Costly

Mr Armitage said local fishermen did not seem to be interested in squid jigging at present.

The type of boat used was not compatible with any other form of fishing and the method was a costly one.

"While squid prices in Japan remain low there is not much incentive," he said.

There was, however, interest in processing more squid in New Zealand.

Some Government decisions on squid joint ventures will have to be made next month.

Old Wrangle

There has been considerable local interest in all kinds of tuna fishing and the fisheries policy-makers are faced with some difficult decisions.

An old wrangle between local skipjack tuna fishermen and American superseiners has still to be resolved. The resource is shared by both and there is strong pressure to ease the foreign superseiners out of local waters.

There has been more recent local interest in southern blue fin tuna and albacore tuna fishing.

West Coast fishermen are now developing the blue fin tuna fishery on their own account, and the Japanese Tuna Association is worried about the effects on its fleet. It normally has about 90 long-line boats in New Zealand waters each winter.

Turned Over

The development of a new albacore tuna fishery is a coveted ambition of local fishermen, some of whom reacted in a hostile manner when the Ministry of Agriculture and Fisheries used a Japanese research boat to investigate the resource this year.

The local fishermen feared the resource, or part of it, may be turned over to Japanese fishermen.

These are a few of the problems the joint-venture task group has to tackle in the next few weeks. There are other issues equally as sticky to sort out regarding fin fishing and trawling before the fin-fishing season starts at the end of March.

CSO: 5200/9062

TWO BOATS TEST DEEPWATER TRAWLING OFF SOUTH ISLAND

Auckland THE NEW ZEALAND HERALD in English 21 Jul 81 p 3

[Text] A first effort at deep-water trawling off the South Island is expected to net two Auckland trawlers a catch worth about $25,000 for a week's fishing.

The venture could trigger much bigger forays by Auckland trawlers into deep continental-shelf fishing for orange roughie and other species above the Challenger Plateau, a major West Coast fishing ground.

South Island fishermen already fish for hoki and hake off their west coast.

Sanford Ltd sent the Albert Sanford and San Rakino trawlers to the South Island hoki fishing ground last week to see if there was any economic potential there.

The company's general manager, Mr Neil Mills, said the trawlers had netted about 2600 baskets (about 70 tonnes) of hoki so far.

The catch would be landed at Onehunga tomorrow.

Mr Mills said that if the venture proved itself the trawlers would probably be sent back for another catch.

The two boats, the company's largest, were not designed for deep-water trawling and were working to the limits of their capability over the hoki grounds.

"If it pays off, we shall consider puting bigger winches and gear on the boats and perhaps having a go at the orange roughie over that part of the Challenger Plateau which is close to Onehunga," he said.

Sanford was already processing orange roughie and oreo dory caught by Russian trawlers in a joint venture under the name of Sanmar Fisheries Ltd.

Mr Mills said the presence of two Auckland boats off the South Island was generally welcomed by other New Zealand fishermen as it was a positive indication of the interest New Zealanders were taking in deep-water fishing.

CSO: 5200/9062

FUEL COSTS FORCE REDUCTION IN NAVY FISHERIES PATROLS

Auckland THE NEW ZEALAND HERALD in English 29 Jul 81 p 16

[Text] The Royal New Zealand Navy will cut back fisheries patrols in a bid to trim its fuel bill.

One ship and four patrol boats are at present employed keeping an eye on to 300 foreign fishing boats in New Zealand's 200-mile zone.

One of the small Lake class patrol boats will now be removed from the job and patrols by the resources surveillance ship HMNZS Taranaki will be reduced.

The moves are part of a general reduction in flying hours and steaming time for aircraft and ships announced yesterday by the Ministry of Defence in an attempt to cut its fuel bill.

Cruise Off

It has been suggested in Navy quarters that the ministry plans to save about $14 million in fuel bills, but the ministry's director of public relations, Wing Commander G. T. Clarke, said that was not an official figure.

He said the move was in line with the Government's policy of cutting operational and transport expenses.

One result of the cuts was that the Frigate HMNZS Otago would not make a planned cruise to the South Pacific later this year.

Wing Commander Clarke said there was a change of emphasis as a result of the latest budget.

The defence budget had increased in real terms and there was an actual cash increase of about 22 per cent. Cash provided for new equipment had more than doubled in some respects.

Wing Commander Clarke said the Royal New Zealand Air Force had bought three new Boeing 727s and the Orion maritime surveillance aircraft were being re-equipped with new electronic gear.

He said the budget did not provide for a new Navy frigate, because the recent British plan to dispose of a large number of warships had radically affected progress on finding a replacement for HMNZS Otago.

The director of the fisheries management division of the Ministry of Agriculture and Fisheries, Mr Brian Cunningham, said the division was still waiting to be officially informed of the cuts to the coastal surveillance force.

Mixed Approach

Incidents of poaching by foreign boats appeared to be declining, he said, but that could be due to the very presence of the patrol craft.

He said little change was expected in the seasonal fluctuations of foreign fishing in New Zealand waters.

Mr Cunningham said the ministry preferred a mixed approach to policing. At present it placed its own fisheries inspectors on about 15 to 20 per cent of all the foreign licensed trawlers and relied on the Navy and Air Force to provide patrols and conduct random inspections.

He said the Navy role was an important one because ministry observers on foreign boats would find it difficult to keep track of non-licensed foreign intruders.

Observers

The Ministry of Agriculture and Fisheries' own inshore patrol boats could not take over from the Navy nor fill any gaps, as they were designed for a different role.

A scheme announced in the budget to provide finance to put more New Zealand observers in foreign boats was also unlikely to provide any additional surveillance.

Under the scheme, Government financial support would be given to local fishermen who wished to work as observers on foreign fishing boats to gain experience of deep sea fishing methods.

Mr Cunningham said the local fishermen would double up with ministry inspectors on foreign boats.

CSO: 5200/9062

BRIEFS

MINISTER OF NAVY STATEMENT--Minister of Navy Adm Maximiano de Fonseca pointed out in an interview with the news agency EBN yesterday the importance of the 220-mile territorial sea limit of Brazil. According to the minister, the recognition of that limit by other countries is the guarantee that there cannot be "innocent passage" along the coast of Brazil. As far as what the country spends on the armed forces, emphasizes the minister of navy, Brazil is one of the country which spends the least in that sector, allocating only 7 percent of the budget to it. With respect to the recently created Brazilian Navy Women's Corps, Maximiano said that selections for the second class will be made next October [Excerpt] [Sao Paulo O ESTADO DE SAO PAULO in Portuguese 8 Aug 81 p 2] 8908

CRITICISM OF U.S. POSITION--Senator Paulo Brossard (PMDB-RS) in Brasilia, yesterday defended the 12-mile territorial sea, arguing that the proposal by the convention on the Law of the Sea favors the interests of Brazil. The former opposition leader, who participated in the Third Law of the Sea Conference, read an extensive report to a plenary session of the Senate and at the end commented on the principal material of the meeting, which was the legal control of the ocean floor. Brossard also criticized the position of the United States, which is seeking a revision of the thinking adopted on the subject up to the Carter Administration. The legislator believes that such an attitude is not justified and the great risk is that it will result in a selfish formula: "The United States will honor the United Nations as long as the United Nations protects its interests." [Excerpt] [Sao Paulo O ESTADO DE SAO PAULO in Portuguese 12 Aug 81 p 5] 8908

CSO: 5200/2110

PARLIAMENT APPROVES 200-MILE TERRITORIAL LIMIT

Bridgetown ADVOCATE-NEWS in English 12 Aug 81 p 7

[Text] Roseau, Dominica, Tuesday (CANA)--Dominica said today that it hoped its adoption of the laws governing the international law of the sea would allow it to enter into treaties with countries which will be affected by the island's new 200 mile territorial limits.

Parliament yesterday approved an act tabled by the island's Prime Minister Eugenia Charles, establishing the limits of Dominica's territorial sea, the contiguous zone, and the exclusive economic and fisheries zones.

Speaking in Parliament, Miss Charles said that she expected France and Venezuela to be among countries affected by the adoption of the legislation. Dominica is sandwiched between two French islands, Guadeloupe in the north and Martinique in the south. And Venezuela has disputed the ownership of Tiny Bird Island off the Dominica coast.

During debate on the Bill, opposition Senator Pershin Waldron suggested that the Government on the possible joint exploration of Bird Island, to determine whether there is oil or there is no oil.

Bird Island, situated 90 miles west of Dominica, is within the country's 200 mile territorial boundary as stipulated by the international law of the sea, its ownership has often been the subject of intense debate here.

Senator Waldron said that Dominica should neither give up nor say that Bird Island was not a part of its territory, alluding to the fact that Venezuela was now laying claim to five eighths of Guyana's territory.

"That 200-mile limit, this is what needs to be explored to ascertain whether Bird Island really belongs to Venezuela or whether Bird Island really belongs to Dominica," he said.

The opposition senator contended that Bird Island was rich in oil and other natural gases, emphasising that if it were to be explored and oil were discovered, it would have a significant impact on the development of Dominica.

CSO: 5200/7551

BRIEFS

FISHING PACT DETAILS--Kingston, Jamaica, Wednesday (CANA)--A fishing agreement signed last week between Jamaica and Colombia relates only to Jamaicans fishing in the waters around the small Colombian island of Bajo Nuevo and the Saranilla Cays, no more than 100 miles south of Kingston, a Senior Jamaican Fisheries Official has said. The agreement allows for fishing 12 miles around Bajo Nuevo and the Saranilla Cays. It does not extend to the waters off the Colombian coast, the Official who was involved in drafting the agreement said. Bajo Nuevo and the Saranilla Cays are more than 400 miles off the Colombian mainland. Under the agreement, which is for two years at the outset, the Jamaican fishermen will be allowed to take 840 metric tonnes of fish from the waters around the islands. There is no reciprocal arrangement for Colombians to fish in Jamaican waters. The pact, which was signed in Bogota last Thursday, was arrived at after 11 years of sporadic negotiations. Jamaicans fish on the Pedro banks, on which lie the Jamaican-owned Pedro Cays. [Text] [Bridgetown ADVOCATE-NEWS in English 6 Aug 81 p 3]

CSO: 5200/7549

BRIEFS

MORE PIRACY--Piracy is back at the Apapa Ports in Lagos. Last week, a container was emptied on a board a vessel, MARGARETHE MAERSK at about 10.o,clock in the night. The twenty feet high container contained 266 cartons of men's jogging shoes. A gang of men were reported to have boarded the vessel and the two watchmen and the agents representative Mr. Ebenesser were threatened with knives and locked up in the vessels tallymess. When the crew and officers of the vessel who attempted to gain access to the foredock were kept off by the pirates waring chains and knivies. A re-enforcement of 12 thivies later came in aid of their colleagues and climbed up to the ship to hasten up the illegal operation. The police at the Apapa Port said that they are not aware of the incident but in a letter to the Port Manager, the police, the port commandant and the police officer in charge of Mobile Police in the port were all informed of the incidence by the Master of the vessel MARGRETHE MAERSK, Mr B. B. Brinkhelt. In another development, the officer in charge of the police post at the Apapa Ports, said that his men intercepted an ambulance stocked with two Suzuki engines valued at ₦4,500. Two persons were arrested over the incidence and in the ship where the engines were removed had in it 16 other cases of similar engines estimated at ₦48,000. The police also said it recovered from thieves five water pump engines. The Nigeirian Ports Authority recently said that it has set up a coastal guard to patrol the ports to check the excesses of pirates on our territorial waters. The services of the navy is greatly tapped in the efforts to fight pirates. [Text] [Lagos BUSINESS TIMES in English 10 Aug 81 p 32]

CSO: 5200/4970

BRIEFS

EEC MACKEREL QUOTA--The EEC has once again overfished its macherel quota in the North Sea, and the Norwegian Government will raise the matter with the EEC Commission and ask for all the statistical information available on catches both in the North Sea and the Skagerrak. According to information received by Norsk Telegram Byraa, EEC ships had overfished their quota by 25 percent as of 31 July, while up to 6 August Danish vessels had taken a further 995 tons of mackerel in Norwegian waters. This year the EEC has a total quota of 11,700 tons, 2,500 tons of which are in Norwegian waters. Two thousand tons were allocated to the Faeroe Islands and 800 tons to Sweden, so that the EEC's total quota in the North Sea and the Skagerrak is 8,900 tons. This quota has been overfished by 2,200 tons. Fisheries Ministry under secretary Ivan Kristoffersen confirmed to Norsk Telegram Byraa that Norway will raise the matter with the EEC Commission. [Text] [PM281113 Oslo AFTENPOSTEN in Norwegian 26 Aug 81 p 4]

CSO: 5200/2115

INDUSTRY STILL SHOWS LITTLE INTEREST IN SEABED MINING

Stockholm SVENSKA DAGBLADET in Swedish 1 Aug 81 p 5

[Article by Karin Henriksson]

[Text] There are nodules in the Baltic Sea, and the technology exists for taking them out--but so far the metals can still be bought more cheaply elsewhere.

Swedish firms are beginning to gain a solid foothold in the now-traditional offshore industry, meaning the extraction of oil and gas from the seabed. But there is no Swedish participation in the international consortiums that have been set up to investigate nodules and nodule technology.

Jan Palmer, head of section at the National Board for Technical Development (STU), says: "For the Swedes to start something on their own would be insane--it is too expensive. At the same time, however, it seems that Swedish industry does not want to take a chance on any nodule projects, even though they ought to be worth looking into."

The Swedish OTEC [Ocean Thermal Energy Conversion]--a partnership made up of four firms: Alfa-Laval, the VBB [Swedish Hydraulic Engineering Company], ASEA [Swedish General Electric Company] Cable, and the Johnson Group--had plans for developing a facility to extract energy from temperature differences in tropical seas (a process known as ocean thermal energy conversion). But it was difficult to get enough government support for the project, and so it was quickly scaled down.

Facility for Millions of Kronor

Jan Erik Jansson of the VBB says: "Now the VBB and Alfa-Laval are trying to set up a pilot plant in which an OTEC facility with an output of 1 MW will be combined with a desalting plant."

The pilot plant, which will cost around 100 million kronor, is being financed in part by the Nordic Industrial Fund. It will probably be built in the Caribbean.

Jan Erik Jansson says: "We estimate that production will be expensive, but it will still be competitive compared to the present alternative, in which seawater is desalted in oil-fired distillation plants, with the electric energy being provided by diesel-fired power plants."

Jan Erik Jansson says: "From a longer perspective, we are naturally hoping for bigger projects, but not much is happening at present, not even in the United States, where the Reagan administration has cut back on appropriations for such activity. At the moment, the Japanese are the most active."

Experiments in Sweden

But when it comes to getting food from the sea, things are beginning to happen even in Sweden. In this case, it is a matter of less money, quicker results, and a technology that is easier to handle.

Jan Palmer says: "In 5 years we will have a well-developed aquiculture in this country." And he mentioned eel growing in waste water as an example of experiments that have succeeded.

"As an example of something that is more of a curiosity, we can mention that we have succeeded in extracting uranium from seawater. There are uranium ions in the water, and they can be filtered together, provided that the flow of water is large enough."

In other areas, experiments are also underway with wave energy and with taking sand and gravel from the seabed, among other things.

Testing and monitoring the sea environment is another area of research that has already achieved commercial importance. The offshore industry is becoming increasingly dependent on data concerning salt content, flow rates, and so on. Information about the sea environment may make it possible to avoid more accidents like the one involving the "Alexander Kielland."

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21 September 1981

Worldwide Report

LAW OF THE SEA

No. 170

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WORLDWIDE REPORT

LAW OF THE SEA

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BRIEFS

SEYCHELLES-IRAQ JOINT FISHERY COMPANY--Victoria, Seychelles, 9 Sep (AFP)--Iraq and the Seychelles are preparing a joint intensive fishing venture in the Indian Ocean over the next 15 years. The Peoples Assembly in Victoria yesterday approved the setting up of a joint fisheries corporation with an initial capital of more than $12 million, the majority share being held by Seychelles. The move paves the way for the arrival of Iraqi fishing boats in Seychelles exclusive economic zone. [Text] [AB091740 Paris AFP in English 1732 GMT 9 Sep 81]

CSO: 5200/4971

DELEGATE PESSIMISTIC OVER LAW OF SEA TALKS

Calcutta THE STATESMAN in English 18 Aug 81 p 9

[Text] NEW DELHI, Aug. 17.—India is convinced that the protracted negotiations on the law of the sea conference are bound to end in confrontation between the developing countries and the USA. Mr Shiv Shankar, Minister for Law, Justice and Company Affairs, who has returned from the 10th session of the conference, has in a statement here expressed his pessimism over the future of the conference.

His pessimism is mainly because of the attitude of the U.S. Government, supported in some measure by other industrialized States who have an interest in seabed mining. The U.S. delegation would like the conference to review the compromises arrived at with the USA in August 1980 (clearly underlining the difference in the approach to the conference between the Carter and Reagan Administrations).

The response of the Group of 77 to the U.S. suggestions has been that no settled issues can be reopened at this stage and that the USA's views were accommodated in August last.

The developing nations feel that the conference must now complete its work on such outstanding issues as the criteria for a maritime boundary, participation in the convention by entities other than States such as the European Economic Community and national liberation movements, establishment of a preparatory commission for facilitating the convening of the International Seabed Authority and protection of investments pending enforcement of the convention.

With the developing nations reluctant to reopen negotiations on settled questions the present mood is one of confrontation, according to Mr Shiv Shankar.

While India is interested in the successful conclusion of the conference and adoption of a convention generally acceptable to the world community as a whole, the Law Minister says that it will have to stand united with other developing nations for the protection of whose interests the conference was convened in 1973.

CSO: 5200/7061

GEOLOGICAL SURVEY ACQUIRES RESEARCH SHIP

Calcutta THE STATESMAN in English 22 Aug 81 p 11

[Text] WITH the acquisition of a ship, which will be converted into a fully equipped research vessel, the Geological Survey of India is now poised for a breakthrough in the field of oceanography and marine resources exploration. The ship was acquired from the Shipping Corporation of India early this month.

In fact, GSI officials in Calcutta hope that India in course of time, would join the select band of countries which were on the "ocean technology map of the world", namely, the U.K., the USA, Norway, Sweden and Japan.

The officials point out that the GSI has been carrying on marine geological surveys for over a decade in a piecemeal manner with limited resources at its disposal. It has had to depend for cruising facilities on the Calcutta Port Trust, the National Institute of Oceanography, the Indian Navy and even hired trawlers. With the acquisition of 90-metre-long Vishwa Vinay, a West German-made vessel at a cost of Rs 35 lakhs, they said that facilities were available for systemetic detailed studies in seabed geology and for preparation of geological maps of coastal waters and of the "exclusive economic zone", which was 200 nautical miles away from the shore.

Stressing the importance of ocean mineral surveys, they said sea-beds were repositories of ilmenite containing titanium, magnetite containing iron, and cassiterite, containing tin and such precious metals as platinum, gold and diamond. Besides, there were abundant manganese modules. A single nodule contained valuable metallic compounds like nickel, copper cobalt and manganese. Since India was short of nickel and copper and her reserves of manganese were very limited, exploration and exploitation of manganese nodules would go a long way in meeting the country's internal requirements.

Mr K. M. Nayar, deputy director general (engineering), said that the cost of conversion of the 3473-DWT vessel would be about Rs 2.5 crores. The ship, which would be fully air-conditioned, would be fitted with a satellite navigator, an echo sounder, an underwater camera, a computer and other sophisticated navigational, geophysical and geological equipment. It would also have special laboratories. Its accomodation facilities would be substantially raised so that it could have on board a compliment of 25 scientists comprising geologists, geophysicists, geo-chemists and engineers. The ship, which was capable of cruising even at shallow depths, was expected to be commissioned after remodelling next year, Mr Nayar added.

Meanwhile, India has entered an agreement with West Germany for supply of a modern and sophisticated research vessel. The ship, which is expected to be available in 1983, is to be used by the Oil and Natural Gas commission, the National Institute of Oceanography, the Geological Survey of India and the Indian Metallurgical Department.

CSO: 5200/7062

PAPER NOTES LOS IMPLICATIONS OF LIBYAN INCIDENT

FL281800 Bridgetown ADVOCATE-NEWS in English 23 Aug 81 p 4

[Editorial: "Deciding on Limits"]

[Excerpts] The shooting down last week of two Libyan fighter planes by U.S. planes from the nuclear-powered U.S. aircraft carrier Nimitz, raises a more fundamental problem than that associated with firepower. It is the question of what a country should regard as its territorial waters.

The Libyans in a rather extravagant policy have been maintaining that their territorial waters stretch as far as a 200-mile limit. This claim far outstrips the more familiar and traditional one of a 3-mile limit.

The question of the wealth of the seabed is very important to developing countries and is one of the factors that has made it so difficult for agreement to be reached at the long-running Law of the Sea conference. The poor nations in an endeavour to ensure that the more developed technology of the rich nations will not be used to disadvantage them in any scramble for the wealth of the sea, have favoured a 200-mile economic zone. This will help to ensure that any economic activity to do with the seabed within this radius will bring for them their share of the sea's wealth.

What Libyan President Moammar Khadafy has done is to take the concept of the 200-mile economic zone and has applied it to his country's territorial waters. This is why he felt that his planes could fire on the two United States F-14 planes taking part in maneouvers estimated to be some 60 miles off the Libyan coast.

It means therefore that while the 3-mile limit was born out of a practical acceptance of the then firepower of nations, in an age of more sophisticated weapons, with nations capable thereby of asserting military control over a much wider area than 3-miles from shore, powerful arms are not enough to settle the issue. Apart from this, the geography of the world being what it is, claims of vast territorial waters by one nation will often tend to overlap with those of others.

For what it is worth, the Reagan challenge to Khadafy's 200-mile territorial waters claim at least ensures that as far as Libya is concerned it will not be able to justify its claim to such waters even in the long run on grounds of "long usage."

CSO: 5200/2116

INCIDENCE OF PIRACY REACHES SERIOUS LEVEL

Arabs Victims of Piracy

London AL-MAJALLAH in Arabic No 77, 1-7 Aug 81 pp 24-28

[Article by Nadim Nasir and Joseph Fitchett]

[Text] Only 10 years ago the various kinds of "maritime fraud" or what is generally called modern piracy did not exist. However, these crimes soon began to flourish, and their numbers gradually grew until they reached a dangerous level. This is due to the international nature of this crime which does not give local security forces the full authority to pursue criminals from one country to another or even to cross their regional borders in many cases, and it is due to the fact that the volume of trade is growing and accordingly, that of maritime traffic between Europe and Arab ports. The center of modern piracy has shifted from the China Sea in the Far East to the eastern Mediterranean, specifically the area located between the Greek islands and the Lebanese coast, including the island of Cyprus, due to the reopening of the Suez Canal and the efforts to make the canal deeper, which increased maritime traffic in the East Mediterranean; due to the long slump and the unemployment in the Greek shipping industry, which is the largest in the world; and due to the Lebanese civil war, where armed militias have encouraged and practiced piracy on the high seas.

Despite the interest local authorities in advanced countries have demonstrated in protecting their citizens from this kind of crime, it has become evident that maritime fraud is not so much the responsibility of governments or local security authorities as much as it is that of the shipping industry, insurance companies, banks and chambers of commerce. These are the agencies that are closely or remotely related to the repercussions of maritime fraud which costs insurance companies over 100 million pounds every year. Official concern over the increase of maritime piracy operations has resulted in the formation of an agency to fight all kinds of maritime fraud. This agency, which has been called the International Maritime Agency, opened its main offices in a London suburb a few weeks ago.

AL-MAJALLAH sheds light on the aspects of this international problem and follows a number of fraud cases whose victims have been Arabs in London,

Paris and Athens. AL-MAJALLAH speaks with Eric Allen, director of the International Maritime Agency, which was formed recently in London, and it raises the question about whether this agency, with its present makeup, is the ideal one for fighting the various kinds of maritime fraud.

Almost 2 years ago a Greek maritime shipping company called Peru Maritime Shipping purchased an old 24-year old ship called the Black Eagle. The 6,000 ton ship was being managed by the company's office in Nicosia, the capital of Cyprus. That company renamed the ship Patty.

In August 1979 Patty sailed from a Yugoslavian port on its way to Jeddah. It was carrying 3,500 tons of construction materials, especially cement and lumber. These materials had been purchased and paid for by a Saudi merchant. While Patty was docked in the Greek island port of Pilos to pick up supplies, the ship was sold to a Cypriot company called Nala Maritime Shipping with main offices in Limassol. The new company that acquired the ship replaced the ship's crew and renamed it The Five Stars. Soon the ship with its Saudi cargo of construction materials disappeared.

Two months later the same ship returned after its name was changed to Aris. It appeared in the port of Piraeus in Athens, asking port authorities for permission to dock so that maintenance work on its engine could be done. However, security authorities in the port became suspicious of the ship, especially after they discovered that its cargo of construction materials, whose cost amounted to 1.7 million dollars, had disappeared. While its captain, Ionis Nomikos was being questioned, it became evident to Greek port authorities that Patty had been seen during the period when it had reportedly disappeared unloading its cargo in Aquamarina, a seaport 20 kilometers north of Beirut, close to Juniyah. That dock had originally been built for recreational boating so as to attract more tourists and sea buffs to Lebanon. It is not licensed for use by large ships or for shipping or unloading.

Captain Nomikos claimed that the ship had been hijacked by armed militias in Lebanon and forced to unload its cargo in Aquamarina at gunpoint. However, the results of the investigation established that a major maritime fraud operation did exist and that Nomikos had proceeded voluntarily to the Lebanese coast to sell the Saudi merchandise to the highest bidder. Greek authorities arrested several persons who were related to this piracy action. Among those who were arrested were two senior employees of the port of Piraeus. Greek authorities were convinced that those who had planned this action were working within [the framework of] international piracy gangs.

This incident disturbed Saudi authorities so, that they imposed a unilateral boycott on any ship or ships affiliated with the same company and passing through Lebanese ports. The Saudi boycott has now been lifted, but the fact that it was imposed did help Saudi and Lebanese authorities realize how prevalent modern piracy had become. This gave them the incentive to support the efforts that were being made internationally in an attempt to eradicate this malady.

Mr Eric Allen, who was then the director of the London port police and who had known the underworld of crime closely through his lengthy involvement in the field of fighting maritime fraud locally over a period of 20 years, was the first to call attention to the dangers of this crime and to its prevalence. He projected that maritime fraud would grow year after year at the same rate of growth of international trade, especially since these crimes are financially rewarding, easy and safe since local police are unable to pursue the criminals beyond the borders of their countries. At a conference in Miami in 1979 Allen warned that an incident like that of the tanker Salem would occur almost 1 year before it did occur. That incident is an indication of the fact that victims of piracy are not necessarily the merchants of developing countries. The principal victim in the Salem incident was the Shell Oil Company. British Petroleum Company was also exposed to commercial fraud.

The story of the tanker, Salem, which is owned by two persons--one of them is Lebanese born Farid Sudan--living in Houston, in the United States, may be summarized in the fact that the ship was carrying a shipment of Kuwaiti oil, 193,000 tons, costing 25 million pounds. The oil was being transported to Italy for the Shell Oil Company. When the ship reached a spot along the coast of Senegal in West Africa, which is one of the deepest spots in the Atlantic Ocean, fire broke out on the ship within view of the tanker, British Trident, which belongs to the British Petroleum Company. Salem soon sank. When the crew of British Trident picked up the sailors of the sunk tanker from the lifeboat which they had lowered into the water before Salem sank, the captain of British Trident was surprised by the fact that all the sailors of Salem had come with their suitcases and their belongings packed. This aroused suspicion about the real reason why Salem burned and then sank. This is because a sailor who rushes to a lifeboat in a burning tanker that is about to explode any minute does not waste time packing his suitcases and collecting his belongings.

While the case was being investigated, investigators wondered how the owners of the tanker could entrust Dimitrious Georgiolis, the Greek captain, with command of the ship, Salem when they knew that he was wanted in Greece following the incident of the ship, Alexandros K which had changed its name to Layla and then unloaded 3,000 tons of Bulgarian steel in the small Lebanese port of al-Dhawq which is located between Beirut and Juniyah. The steel was supposed to be on route to one of the ports on the Arabian Gulf. But the captain claimed that Phalangist militias had fired missiles at the ship and forced it to unload its shipment in this illegal port. Layla was sunk after sailing from the port of al-Dhawq. Greek authorities charged the captain with maritime fraud, but he was able to escape to the United States with a forged passport, and nothing was heard of him until the tanker Salem sank. It is also being said that he is not a licensed pilot and that his papers are forged.

But the truth about the sinking of the tanker, Salem, soon became evident during the investigation when a young Tunisian man, who was one of the sailors of the sunk tanker, confessed that the tanker had changed its name to Lima after sailing out of the Arabian Gulf into the high seas. The ship

had then stopped in the port of Durban in South Africa, which is boycotted by the OPEC countries because of its racist policy, and unloaded most of the oil it was carrying, leaving in its holds an amount that would be enough to leave a spot of oil on the surface of the water after it sinks so as to make people believe that it was full of oil when it went down. After unloading the oil, the tanker had filled its hold with sea water and then sailed from the port. It was sailing along the west coast of Africa heading north when its name was changed again to Salem in preparation for sinking it in the deepest spot in the Atlantic so that divers would not be able to ascertain the quantity of oil that went down with it.

A Political Question

Lloyd's Maritime Insurance Company with whom the Shell Oil Company had insured the shipment on the tanker, Salem, suspected from the outset that the sinking of the tanker could be the biggest commercial fraud operation in history. It immediately began investigating the case with the help of Scotland Yard's division for investigating commercial fraud operations. It was natural for the investigation to continue for a long time since the case pertained to a system of international laws cleverly exploited by swindlers who have an elegant appearance and who sit in elegant offices in Paris, Athens, Limassol and Beirut. In many cases their influence extends as far as London. The investigations led to the arrest of Anthony Riddle by Dutch police. He is the executive director of one of the maritime shipping companies and is considered one of those who masterminded the Salem case. Liberian maritime authorities, under whose flag Salem was sailing, accused Dimitrious Georgiolis of being a member in an international maritime fraud network and of being the principal partner of a person who is called (Samonas) whose arrest in Athens was imminent for his relationship to the piracy operation pertaining to the aforementioned ship, Patty.

The case of the tanker, Salem, has given maritime fraud and piracy operations a political character since it was used to break the oil boycott that was imposed by the OPEC countries on South Africa. But following the investigation that was conducted in connection with this case, it became evident that South Africa itself, which has no qualms about committing shameful violations of international law for the purpose of obtaining oil through some international oil companies, was the victim of fraud this time too. South Africa's official oil purchasing agency paid the Shell Oil Company 14 million pounds in compensation, and Lloyd's Maritime Insurance paid the rest of the price for the shipment, which is 10 million pounds sterling. This followed a trial in April of this year in the London Supreme Court. Lloyd's had tried to get out of making the payment by arguing that the insurance was not in effect because of the ship's unscheduled journey to Durban in South Africa. However, the judge found that the shipment had been seized on the high seas and that that was a risk covered by the insurance policy.

Piracy or maritime fraud is not a new crime; its history dates back to the oldest of times. It is known that maritime fraud was common in the

days of the Roman Empire when [ship] captains used to sell goods in remote ports and then claim that storms had swept these goods overboard. Piracy became brisk in the Middle Ages, but in the Mediterranean and in the Atlantic [Ocean], along the coast of West Africa, it assumed the character of a war between the north and the south or a war between Christian Europe and the Muslims of North Africa. Despite the fact that in most instances such operations lacked military discipline and sagacity, they may be considered extensions of the Crusades. The Arabs who were expelled from Andalusia to Morocco soon seized from the sultan of Morocco the town of Salé which is adjacent to Rabat. They turned it into a haven for pirates from which they launched raids on Spanish ships in the Atlantic. Under Turkish rule the cities of Algiers, Tunis and West Tripoli became secure havens for pirates and flourished greatly during the Middle Ages because of the large amounts of loot and booty which the pirates brought back from their raids. According to Christopher Lloyd in the book he recently published in London entitled, "British Pirates on the Barbary Coast," those raids reached the southern coast of England and Ireland. The fiercest pirates of these cities, as the title of the book indicates, were Englishmen who were fugitives from justice in their country. They were the ones who helped develop the ship-building industry which manufactured the ships that were used by the Muslim pirates.

Modern piracy, however, began only about 10 years ago and moved quickly from the China Sea in the Far East to the Mediterranean Sea. This was due to the growing volume of maritime trade between Europe and a number of countries in the Middle East, especially the oil rich countries whose merchants and businessmen lack broad experience in the affairs of international trade and maritime shipping. This caused some of them to become easy prey to gangs of international swindlers.

Last yeat the number of maritime fraud operations amounted to three per month. An average of 5 million dollars is lost in each operation.

One of the most successful maritime fraud operations is that which is referred to as "a rust bucket." A ship that is usually old and worn-out is loaded with goods whose cost exceeds the value of the vessel. The ship then sails to a port that is not listed on its run. There the ship's captain sells the goods to the highest bidder and sets sail to the high seas where the ship is sunk; its sailors return [to shore] in a lifeboat.

One of the cases of fraud was one whose recent victim was a Yemeni merchant who chose to charter a ship from an unknown company charging lower fees. The ship was to transport a shipment of lumber from Singapore to the port of al-Hudaydah in the Yemen Arab Republic. The company pledged that it would deliver the goods to al-Hudaydah at the specified time. For this purpose it chartered a Greek ship called The Palm of Crete from a company owned by a man who owned a maritime shipping company called Lelakis. It loaded the lumber on the ship and received [from the merchant] the agreed upon fee, which was 1 million dollars. However, this company did not pay Lelakis more than the first installment on the ship's charter and it continued to owe him half a million dollars. The small maritime shipping

company, however, soon dissolved itself and its owners disappeared without a trace. When the goods did not arrive at al-Hudaydah on the date that had been agreed upon, the Yemeni merchant conducted a search and an investigation until it became clear to him that Lelakis had sold the shipment of lumber, which had the Yemeni merchant's name imprinted on it in black ink, in Dubai for the half million dollars balance of the charter fee that had been agreed upon with the small maritime shipping company.

Lelakis had changed the name of the ship to Gloria before the ship docked in Dubai. He then sold the ship to another company which, according to the Yemeni merchant, changed its name again for deceitful purposes. The Yemeni merchant discovered that the new company which had purchased the ship was a subsidiary of the Lelakis firm because the new company had the same cable address and the same telex number as the Lelakis parent company. Lelakis claimed in court in London that he had proposed to the Yemeni merchant that he deliver the goods [to him] in return for the half million dollars balance of the fee. The Yemeni merchant, however, denied that, and the court ruled that Lelakis had the right to sell the goods in order to collect the shipping fees.

Hijacking is one of the well-known methods for [executing] maritime fraud. A ship carries the goods to a port that is not listed on its run; it unloads the goods on board another ship; and it receives payment for the goods. Then it sets sail to a third port where the claim is made that the goods had been stolen and an insurance claim is filed.

There is also the method of forged documents which Eric Allen, director of the International Maritime Agency, calls "bank blindness" because it has to do with bank letters of credit. A merchant would transfer the sum of money requested for shipping certain goods from one country to another, stipulating that payment not be made to the shipping company until documents signed by the captain of the ship establishing that the goods had been loaded on board the ship are produced. However, if the owner of a maritime shipping company is a swindler, he replaces the goods that are to be transported with damaged goods or worthless junk, or he forges the lading documents and presents these forged documents to the bank. The bank then pays him the authorized sum without verifying the authenticity of these documents.

One of the cases of maritime fraud [that was executed] by means of letters of credit was one that took place last year and whose victims were Saudi merchants. They had purchased a shipment of cement in the Philippines weighing 20,000 tons, and they had come to an agreement with a maritime shipping company that the cement would be transported to Jeddah on two ships. A letter of credit was issued by one of London's banks for the sum of 1,009,771 dollars. The first ship carrying the cement sailed through the Red Sea without stopping at Jeddah and proceeded to the Mediterranean where it traveled between Barcelona, Marseilles and Genoa. During that time the London bank paid 537,411 dollars in accordance with forged documents stating that the cement had been unloaded in Jeddah from the first ship. What is curious [in this case] is that neither the owners of the cement nor

the officials of the London bank noticed an error in the forgery that could have helped stop the payment. The documents stated that 14,350 tons of cement had been loaded on the first ship, whereas the total weight of the ship, that is, its weight with its cargo, is 15,154 tons. This means that if the claim were true, the net weight of the ship plus the fuel it was carrying was a mere 804 tons.

Four days after the first sum was paid, the bank paid the sum of 472,360 dollars in accordance with forged documents also proving that the cargo of the second ship had been unloaded in Jeddah. This ship in reality was at that time sailing between the ports of North Korea and the ports of eastern Russia.

The fact is that [only] a small percentage of ship captains and maritime shipping companies are involved in maritime fraud operations and piracy. The same suspicious names sometimes crop up in more than one case. Some of the pirates and swindlers are Indians and Pakistanis, but the vast majority are Greeks and Cypriots. A captain sometimes receives 50,000 pounds for each operation of maritime fraud in which he participates, and it is not difficult to find sailors [for such operations] in the ports of the East Mediterranean, where unemployment is rampant, or in the Far East. The activities of the Greek pirates have affected the reputation of the Greek shipping industry, which is the largest of its kind in the world. It is an industry that owns 5,000 ships and has 125,000 registered sailors, 90,000 of whom spend most of their time at sea. A sizable percentage of the remaining unemployed sailors are prepared to become involved in illegal operations. Therefore, Greek authorities assume firm and stern positions against convicted swindlers.

The Nexus

Cyprus has also become a center for international fraud and piracy. Due to the fact that Cypriot authorities exempt ships that sail under the Cypriot flag from taxes, the number of ships that register in Cyprus and fly its flag has increased and has now exceeded 1,000 ships. The fact of the matter is that Cypriot authorities found themselves inadvertently involved in this matter. They naturally deny responsibility for the maritime fraud and piracy that are taking place, but Limassol has [nevertheless] become a principal center for smuggling cigarettes, liquor and weapons to the Middle East, and especially to Lebanon.

War-torn Lebanon has also been an open market for those who plunder ships in the East Mediterranean. These ships are raided by men armed with machine guns. Between 1978 and 1980, 100 ships fell into the hands of pirates, and the value of what was stolen from those ships is estimated at hundreds of millions of pounds. Some of the ships that were seized by Lebanese pirates were taken at gunpoint to dangerous unloading locations in bays and docks along the Lebanese coast where there were no port facilities. Piracy in Lebanon is related to the bloody events that are taking place there and to international terrorism as well. A hijacked ship is unloaded and then taken to deep waters where it is sunk. Insurance company investigators who

go to Lebanon to investigate this piracy receive threats against their lives. Under present conditions only a few Lebanese attorneys dare to investigate these cases out of fear of powerful groups that have the ability to hurt them. Today, the Lebanese government is supporting all international measures to fight piracy, especially since it remains--because it does not control all parts of the country--unable to take part in controlling the situation that is determined by the nature of the civil war in Lebanon. The Lebanese government may, however, be able to do away with the foreign pirates who have found in unsettled Lebanon a safe haven for themselves and a setting for their operations. The American swindler, Robert Paul Osborne is one such pirate. He is known as the godfather of the Mediterranean. He had worked in Beirut for years and amassed a fortune before moving the center of his activities to the United States. Perhaps he intended to expand the scope of his operations. His title, Godfather of the Mediterranean, suggests that he has relations with the Mafia. Osborne's name was mentioned in a number of piracy cases associated with raiding ships headed toward the Gulf or West Africa. A portion of the stolen booty would [somehow] find its way to the United States.

The center of piracy, which is presently located near the shores of Lebanon may move to another location as circumstances and incentives change. It is feared that the center of piracy may move to the Arabian Gulf where ports in Kuwait and elsewhere are stacked with goods and jammed with ships as a result of the war between Iraq and Iran. Piracy flourishes in unsettled areas. The fact is that no country is immune to piracy or maritime fraud. Even some major multi-national corporations which specialize in maritime shipping operations, such as British Petroleum Corporation, fell victim to maritime fraud. Even some countries have not escaped the activities of swindlers.

There are Arab countries that are interested in putting an end to piracy and maritime fraud because they are being hurt by this fraud. These countries are trading extensively with the outside world, and the equipment and materials they need for their development projects are numerous. Therefore, some of these countries, in conjunction with the International Chamber of Commerce contributed to the financing of the International Maritime Agency which officially opened its doors in the London suburb of Parking on the 1st day last May. This agency is headed by Mr Eric Allen who was the first to discover the urgent need for the establishment of an international agency to fight contemporary piracy. Allen has had exerience in the underworld of crime in the area of maritime fraud during the 20 years he spent as director of the London port police. It seems that the work of the agency will focus on the Mediterranean Sea even though the agency has jurisdiction everywhere in the world. But the fact is that Allen and his aides, who are of different nationalities, do not have the authority to arrest any of the criminals. They can, however, investigate [the cases of fraud] with the cooperation of local security authorities. They can [also] offer advice to local officials on ways by which evidence can be collected. [They can also offer advice on] how maritime fraud or a piracy operation can be anticipated, and the criminals apprehended and taken to court before they commit their crime. But perhaps one of the agency's most prominent

tasks is that of helping individuals and companies avoid being taken in by swindlers; [another] is preparing black lists of the names of persons, brokers and companies that are suspect.

Pirates Seize Wheelchairs

London AL-MAJALLAH in Arabic No 77, 1-7 Aug 81 p 27

[Text] During its investigation of the question of maritime piracy AL-MAJALLAH obtained important information about a piracy operation that had to do with the seizure of 25 wheelchairs which were being sent to the victims of the Israeli aggression against Lebanon. The evidence seems to implicate official Israeli piracy and the Phalangist militias in Lebanon. AL-MAJALLAH opens up this question which is still unanswered.

The barbaric Israeli attack on Palestinian refugee camps, on Palestinian civilian and military communities and on Lebanese cities and villages and the Lebanese and Palestinian dead, wounded and disabled these raids left behind aroused charitable feelings in the hearts of Arab workers and students in West Germany. They collected a sum of money to purchase wheelchairs for the disabled. But the effort and the money spent by the Arab workers and students in West Germany have so far gone down the drain as a result of a maritime piracy operation. These wheelchairs were seized either by armed Israeli patrol boats or by the Phalangist militias in Lebanon.

Muhammad al-Jazmawi, who has been living in Sŏllingen in West Germany for 20 years and who supervised the campaign to collect contributions, relates the details of the story to AL-MAJALLAH. "In October 1978 I entrusted the British Echo Organization, which specializes in providing charitable hospitals overseas with medical equipment, with the task of purchasing 25 wheelchairs and sending them to the Palestinian Red Crescent in Lebanon. After we paid the full price for the goods, the Echo company wrote to me to inform me that the wheelchairs were ready for shipping. I quickly sent them a letter dated 29 May 1979 asking that the goods be sent [to Lebanon] via Limassol in Cyprus and not directly via Sidon because I feared the wheelchairs may be captured by the Israelis whose armed vessels inspect the ships that are headed toward Israel. But the company responded [with a letter] dated 7 June 1979 stating that the goods had actually been shipped directly to Sidon on the ship, Kraiova. However, copies of the shipping documents I received later indicated that the goods had been shipped on 16 July 1979 on the ship, (Halkis) and not on the ship, Kraiova as was previously mentioned. The documents indicated that the goods would arrive in Sidon 10 days after the ship was to depart."

He adds, "Then I wrote back to the Echo company asking them to send me the original invoices for the transaction and the documents that would prove I owned the goods. But so far I have not received anything from them. Therefore, when it became evident that the wheelchairs never reached their destination, I found it was impossible to file an insurance claim. The Echo Company notified me on 5 December 1979 that the goods had been lost, and it acknowledged that it had corresponded with the Palestinian Red Crescent

regarding those wheelchairs without my knowledge to ask the Red Crescent to look into what had happened to the wheelchairs. The company notified me that the insurance company would pay for the value of the goods, but we have not heard anything from the insurance company. This led us to hire a well-known legal firm in London, Pine, Hicks, Beech and Company to follow up on the case and recover the cost of the wheelchairs. Although this firm was initially enthusiastic about the case, its enthusiasm gradually began to wane after we paid them all the fees that they had asked for. Their excuse was that we were unable to provide them with documents which we do not have. Eventually, the firm washed its hands of the case after advising me that I [too] should give it up because it was a hopeless case. However, we have left no stone unturned [in our effort] to reclaim what rightfully belongs to our disabled people."

AL-MAJALLAH contacted the Echo Company whose story about the hidden sequels to the case coincided with al-Jazmawi's account. The company told us that it had contacted the Palestinian Red Crescent in Lebanon to ask it to look into the disappearance of the shipment. The director of the Palestinian Red Crescent, Dr Fathi 'Arafat responded by saying that it would be difficult to look into the disappearance of the wheelchairs under current prevailing conditions in Lebanon. He said that he believed the wheelchairs had fallen into the hands of the Phalangist militias when they arrived in the port of Beirut. The company stated that it had documents [to prove] that the shipment had actually been sent and that it had turned over the case to Horn, Castle, Crawford and West Insurance Company, which would, accordingly, pay the value of the goods.

AL-MAJALLAH then went back and contacted the maritime insurance branch of the aforementioned insurance company. Before too long the file on the case was located. The official responsible for recent developments in the case told us that the company had sent a letter to the legal firm that represents Mr al-Jazmawi, Pine, Hicks, Beech and Company asking for specific information. The case was at a standstill because the company had not yet received a response from the legal firm. We told the [insurance company official] that the legal firm had washed its hands of the case some time ago, and he appeared very surprised. However, he insisted that the insurance company could not proceed with the case without a response from the legal firm. We asked the [insurance company official] if any other attorney could reactivate the case, and he said yes. The insurance company denied that the case was hopeless as the legal firm had assured Mr Muhammad Jazmawi it was.

The question now is one of recovering the cost of the wheelchairs so that another shipment can be purchased. Those wheelchairs are more urgently needed now, following the brutal bombing of Beirut, than they were before.

Agency Efforts Discussed

London AL-MAJALLAH in Arabic No 77, 1-7 Aug 81 pp 28, 29

[Text] On the sixth floor of an elegant, contemporary building in the

suburb of Parking in London AL-MAJALLAH met with Mr Eric Allen, the director of the International Maritime Agency. This agency was officially inaugurated on the 1st day of last May even though it has been operating since 5 January. Allen is a veteran policeman who spent 20 years as director of the London port police. This experience gave him the opportunity to become familiar with the secrets of the underworld of criminals, swindlers and pirates, [and it gave him] unique experience in the affairs of international maritime fraud. He is a 51 year old, grey-haired man, who wears elegant clothing, has an athletic build and is soft-spoken. One is attracted to him by the confidence he demonstrates in the role that the agency can play in fighting piracy and maritime fraud. He co-authored a book on the subject, entitled "International Maritime Fraud." That book will be published later this year. Eric Allen has been the driving force behind the establishment of this agency which is at the beginning of a difficult and thorny road.

While Eric Allen was president of the International Association of Seaport and Airport Police between 1977 and 1978 the association held a convention in London. As president of the association he had to come up with a subject for an address to the convention. Allen says, "I proposed to the conferees a seven-point plan the most important of which were two points.

"The United Nations should adopt some measure with regard to the ships that are seized illegally.

"A principal conference is to be convened in London to look into the implications of this problem.

"In May we convened a principal conference in London that was attended by a large number of interested persons and specialists. As a result of that conference the Association of Charter Party Brokers created a committee whose task was to prevent the occurrence of such violations. I attended many of the committee's meetings, but I was not convinced that matters were going as well as they should. I felt there was a need for a practical step of a different kind to deal with the problems of maritime fraud on an international scale.

"At that time, as a result of the publicity we obtained in the conference and after the training course that was offered by the Arab-British Chamber of Commerce, during which I addressed the members, people began coming to me with their problems. I began compiling a file of different kinds of cases that had to do with maritime fraud. The problem in the Middle East was one of considerable proportions at that time. As director of the London port police I became the center of attention, and I used to think then that we should form what we might call a maritime INTERPOL, but I soon realized the impossibility of achieving this objective because the establishment of an international police force is something that should be done by governments and not commercial agencies."

However, the International Chamber of Commerce, which is located in Paris, began to show an interest in Allen's ideas. It appointed him an adviser

to the chamber and asked him to prepare a detailed study regarding the possibility of forming an international agency to fight maritime fraud. Before forming the agency Allen and members of the International Chamber of Commerce toured the Middle East to attend a principal conference that was held in Bahrain to fight maritime fraud. The conference was attended by [representatives from] most of the Arab countries and by interested persons from all over the world. Allen believes that this conference was the principal driving force that led him, with the cooperation of the International Chamber of Commerce, to go ahead with the establishment of the agency which he was asked to head by the International Chamber of Commerce. He gave up his position as director of the London port police to take that position. "It is a position that requires a major effort. Fighting commercial fraud is a task which can be described as extremely complicated and whose success requirements are very numerous. Some of the problems cannot be solved at all. Some of them occur because people who ship goods by sea for the first time are naive and find themselves caught up in the snares of swindlers. There is the problem of recovering the funds of those who were subjected to fraud. This is a difficult problem that gives attorneys nightmares. But we have achieved [some] success."

The First Case

We asked Mr Allen about the first success the agency has had since its unofficial opening on 5 January. He said, "The first case in which we achieved success had to do with a shipment of munitions, if not a shipment of weapons, that were being sent to an Arab country in the Middle East. The Arab merchant who was chartering a ship for the first time to transport the goods to his country had the opportunity to look into the anti-maritime fraud guidebook that we publish. He was worried when he came to us because he had discovered that he had violated all the recommendations made by the guidebook. The ship he had chartered was extremely small; it was owned by one person; its name had recently been changed; and so on. We tracked the ship with our special methods as it sailed from port to port and caused innumerable problems until it reached its destination."

[We asked], "How do you track such ships in the high seas?"

[Allen replied], "It is important that we keep a few secrets for ourselves. We had another case that aroused considerable interest. An Arab came to us one afternoon and said that he had to pay 3.5 million dollars the following day as the price for a food deal. I will not specify what kind of food this was because that would reveal the man's identity. He said that he had to pay the sum of money but that he had some concerns about the trustworthiness of those with whom he was dealing. We had 24 hours to let him know whether or not it would be safe to pay the sum of money. During that period we were able to notify him first that the goods that he had purchased did not exist and, second, that the documents that had been presented to him were forged. Naturally, this pleased him, but he found himself in another predicament as a result of [our help]. He was in violation of a contract with the government of his country to supply food. I thought then of contacting that government to explain the situation so it would be

lenient with the merchant, but I ultimately decided not to do that so that my action would not be considered interference in an affair that did not concern me.

"So far the agency has dealt with five incidents of ships that disappear after being loaded with goods that were to be shipped to the Middle East or to West Africa. There are less dangerous cases than that, such as fraud in chartering container ships and air freight problems. Despite the agency's name its activity covers fraud in all forms of transportation: sea, air and land. This is because these means are interconnected in many instances; goods are shipped part of the way by sea or air and part of the way by land. The agency has looked into the security situation in a number of ports in the world, especially the ports of West Africa, and it has written reports [on the subject] in cooperation with others. There, ships are seized on the high seas in piracy operations or for political objectives. This kind of terror is not as exciting as hijacking airplanes, but it is more prevalent. Nevertheless, people seldom hear about it.

"Together with the countries of the Middle East the agency also considered the problem of conducting an extensive survey of the problems of maritime fraud in the area. Insurance companies had allocated with considerable reluctance [the sum of] 50,000 pounds for a study of maritime fraud in the Far East because they were not convinced that there was a real problem. However, the report that was drawn up by FARIT, the Far East Regional Investigation Team, soon revealed that insurance companies had to investigate 48 cases of ships sinking in 2 years. The report indicated that 28 ships had been deliberately drowned in commercial fraud operations or to obtain the value of the insurance. The team proved that half that number of ships was actually sunk on purpose. Suspicion continued around the motives behind the sinking of others, and considerable fraud and deceit in maritime commercial activities in that area was revealed." Eric Allen believes that something of this kind or something similar is taking place in the Middle East.

Allen adds, "Maritime commercial fraud is a regional crime whose nature differs from one region to the other. While the sinking of ships is the tendency in the Far East, we find that fraud in the Middle East manifests itself in transferring goods from one port to another for the purpose of seizing those goods; changing the names of ships; and forging documents so that the goods cannot be traced at all. This kind of fraud inflicts enormous losses on the victim because insurance companies do not pay compensation for goods that do not exist.

"A man from Oman came to me not too long ago. He had purchased a shipment of cement from Greece. He had gone to Greece where he had met the man who had sold him the cement. He had met the man's family; he was a guest in their house; and he had exchanged gifts with them. He was confident that the cement would arrive, but he was soon disappointed. He returned to Greece where he was told that there had been problems and that a shipment of cement similar to that which had not been delivered was available. The Greek merchant tried to persuade the man from Oman to purchase another

shipment, but the Omani merchant was fortunate in turning down the offer. This Omani merchant lost large sums of money in the first shipment, and he is almost bankrupt now. He feels very bitter because the insurance does not cover goods that do not exist as has already been stated."

Despite the fact that this Omani merchant lost his fortune, the International Maritime Agency offered him the necessary assistance without a fee in an attempt to [help him] recover his money. The principal objective of establishing this agency, in addition to fighting maritime fraud and piracy, is to help those whose misfortune makes them victims of swindlers.

The Computer Interferes

The agency is intent on having all those who have been subjected to fraud of this kind come to it whether or not they want the agency to treat their problems. The purpose of this is to enter information pertaining to their cases into the program of the agency's computer so that ultimately the computer would have all the information on all the problems to which the merchants may be subjected. The computer would have complete lists of the names of deceitful persons and brokers whose names must be listed on the agency's black list. In turn, the agency would make this information and these lists available to all legitimate interests.

Weapons Saved from Pirates

London AL-MAJALLAH in Arabic No 77, 1-7 Aug 81 p 29

[Text] Last week the International Maritime Agency received information indicating that a gang of international pirates were planning to seize a ship carrying light weapons from Britain to security forces in one of the Arab countries. They were going to sink the ship after delivering the weapons to the Irish Republican Army of Northern Ireland. The agency was satisfied with leaking news to the gang through its underworld connections, that is, the world of thieves and criminals, that it was aware of their plans. It persuaded the owner of the arms deal to travel with the shipment to ensure its safety. These preventive measures caused the pirates to pull back from going through with the conspiracy, and the shipment arrived safely to its destination.

8592
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FRENCH REFUSAL TO RETURN TROMELIN CRITICIZED

Port Louis LE MAURICIEN in French 22 Jul 81 pp 1, 4

[Text] Relations between the new French socialist government and the "progressive" countries and parties in the Indian Ocean (already forming a group that has held two meetings in the Seychelles and Madagascar) could deteriorate following a decision by the new French Government not to renounce sovereignty over Tromelin and the "scattered islands" near Madagascar and to propose instead the "joint economic working" of the resources of those islands. The progressive countries and parties (Madagascar, the Seychelles, the Reunion Communist Party, the MMM) will get together soon to let Paris know that they will not accept an attitude reminiscent of "a leftist paternalism" after putting up with a "rightist paternalism" for 20 years from the Gaullist and Giscardian regimes.

The June victory of the socialists in France gave hope of new relations between Paris and the countries in the Indian Ocean. Among the disputes which, according to the countries in the region, should be rapidly settled were those involving the status of Tromelin (claimed by Mauritius and integrated into the Mauritian national territory by a bill in June 1980) and that of the little Juan de Nova, Glorieuses and other islands (claimed by Madagascar) and commonly called the "scattered islands." The initial position of the new French Government concerning the tone it would take in its relations with Africa hinted that these problems would be rapidly settled, especially since the French Communist Party, a partner of the Mauroy government, and the international section of the French Socialist Party had already recognized that Tromelin belonged to Mauritius and the scattered islands to Madagascar.

However, for several days, the French Government seems to have modified its position on the question. It is reportedly no longer a question of recognizing the sovereignty of Madagascar over the scattered islands or of Mauritius over Tromelin, but of but of proposing to those countries a "joint working of the economic resources" of those islands, while France would retain sovereignty over them. This position, already expressed in Paris in the Ministry of Cooperation, is unacceptable to the progressive parties and countries in the Indian Ocean, commented Paul Berenger, secretary general of the MMM, who discussed the matter in the French capital with the Socialist Party and the French Communist Party.

According to LE MONDE, Berenger said the following: "That would be neocolonialism, or worse, leftist paternalism. They had better rapidly give up the idea of developing the islands with France."

Likewise, the problem of the status of Mayotte throws a shadow over the new relations between Paris and the progressive countries and parties. As we know, Mayotte is now a French overseas territory, while the Comoro Islands and the OAU are demanding its reintegration into the Comoro group. In the French presidential elections, the Comorans voted 89 percent in favor of Giscard d'Estaing. Then, after his defeat, feeling the wind change, the Mahorais voted socialist 72 percent in the legislative elections last month, sending to the French Parliament a deputy now associated with the socialists, Jean Francois Hory, who wants to "keep Mayotte in the French community." He is supported in this by the Reunion Socialist Party of Wilfrid Berthile, who on Reunion television demanded that France not give up its territories in the region (including the scattered islands) so as to be able to work them economically on behalf of Reunion. Here again, pressured by the Mahorais and the Reunionese, the new French Government could, according to some rumors, decide to keep Mayotte in the French group, against the opinion of the OAU and the Comoro Islands. This would also be unacceptable to the progressive countries and parties in the region.

Are the relations between Paris and the islands in the Indian Ocean going to deteriorate as soon as they have been initiated? This is the fear now expressed. According to our information, Berenger will go to Madagascar and the Seychelles in the coming weeks to discuss the matter. These problems could also be the subject of another conference of the progressive countries and parties in the Indian Ocean.

11,464
CSO: 5200/4969

GREATER DEPENDENCY ON IMPORTED FISH NOTED

Port Louis LE MAURICIEN in French 7 Jul 81 pp 1, 8

[Text] Mauritius, whose seafood imports (fish and shellfish) amount to 4,000 tons -- local production totals 6,000 tons -- will consume nearly 18,000 tons in 1985 (18 kilograms per person per year for a population of 1 million). Will our island have adequate resources to meet the needs of the population in this field? In answer to this disturbing question (products of the sea are an important source of animal protein here), two experts from the French Ministry of Agriculture, Ferlin and Ledoux, say that unless the government makes a serious effort to embark upon pilot conservation projects with neighboring countries in the Indian Ocean, "the situation has little chance of improving, given the problems of overfishing, linked with coastal fishing and the difficulties of Mauritian shipowners." Within such a context, unless a real leap is made, Mauritius' deficit (including that of Rodrigues) will be on the order of 14,400 tons, which will have to be made up for by deepsea fishing and imports.

Ferlin and Ledoux' study, published in a voluminous 118-page report entitled "Report on the Survey of Macrofauna in Fresh Water and Lagoons," was made in 1977 for the Regional Development and Environmental Institute (IARE) and the ACCT [Cultural and Technical Cooperation Agency], within the framework of a vast project to conserve and upgrade the ecological resources of the Comoro Islands, the Mascarene Islands and the Seychelles. The factors involved have changed very little since that time if one realizes that many pilot projects recommended by Ferlin and Ledoux for all Indian Ocean islands, including the development of oyster farming, shellfish breeding on the sandbars, sea turtle breeding and optimum use of rivers (fresh water), have not been carried out in certain cases or resulted in only very abortive undertakings.

Following an analysis of the fishing situation on the Mascarene Islands, the Comoro Islands and the Seychelles, the two French experts noted that on the whole, the Indian Ocean area has a substantial deficit compared with the area of the European North Sea and that of North America, for example, a deficit linked to a lack of equipment with regard to fishing means. Actually, imports come from products unloaded by foreign shipowners exercising their activities in the Indian Ocean (Japanese and Korean, in the case of Mauritius).

Annual fishing production of the four islands was as follows at the time of the survey made by Ferlin and Ledoux: Comoro Islands, 4,000 tons; Mauritius, 6,000 tons; Reunion, 1,800 tons; and the Seychelles, 5,500 tons, or a total of 17,300

tons, 80 percent of which is from coastal fishing. Imports are on the order of 8,260 tons, nearly 50 percent of the fishing production. Actually, the situation was very different depending on the country, the experts noted. The Seychelles were the only country that could meet its domestic demand with a very high per capita consumption (90 kilograms per person per year). But the situation in Albert Rene's country was nevertheless not stable. The Seychelles have actually declined with the failure in their tuna fishing.

On the whole, Ferlin and Ledoux reveal, the Indian Ocean is not very productive. A map published in the report shows, in fact, that primary production around Mauritius and Reunion is under 100 milligrams per square meter per day, by way of comparison. The productive zones of the North Sea, the offshore area of Peru or of Senegal have a primary production of 250 to 500 milligrams per square meter per day. The resulting production is an estimated 2 kilograms per person per year.

Traditional coastal fishing is limited by two factors, Ferlin and Ledoux noted: On the one hand, on the volcanic islands (Reunion), there is practically no continental shelf. On the other hand, on the islands with lagoons (Mauritius), whether they be completely made up of coral or the result of coral development around a volcanic or granite core, the production of these extremely fragile milieux is limited.

However, Ferlin and Ledoux conclude that Mauritius is not taking maximum advantage of the resources of the high seas. In the chapter of recommendations, for example, the experts note that the tilapias, which abound in Mauritian fresh water, can be used as live bait for tuna fishing. However, in the case of the Seychelles, the problem of live bait is precisely that which jeopardized tuna fishing on the French trawlers the "Alphonse" and "Astove" and others.

Among other projects, the experts recommended both intensive and extensive action for Reunion and Mauritius. The first project would be based at St Leu in Reunion and the second in Mauritius, on a sandbar under cooperative management and under the aegis of the Mahebourg fishing department.

The action would first of all include resumption of breeding tests during the firs year using fry, either local (tilapias) or imported (bass). Next, a hatchery would be set up during the second year and fish breeding operations would be extended to Mauritius. The Corail Company is favorable to the establishment of a hatchery along with its turtle raising activities. The conditions under which the project could be carried out remain to be defined.

11,464
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END

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Worldwide Report

LAW OF THE SEA

No. 173

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LAW OF THE SEA

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TWO NEW OFF-SHORE OIL EXPLORATION PROGRAMS PLANNED

Perth THE WEST AUSTRALIAN in English 31 Aug 81 p 1

[Excerpt] Four new WA oil exploration programmes costing more than $80 million have been announced by the Minister for Mines, Mr Jones.

Mr Jones said that there would be two off-shore and two on-shore programmes involving 19 companies.

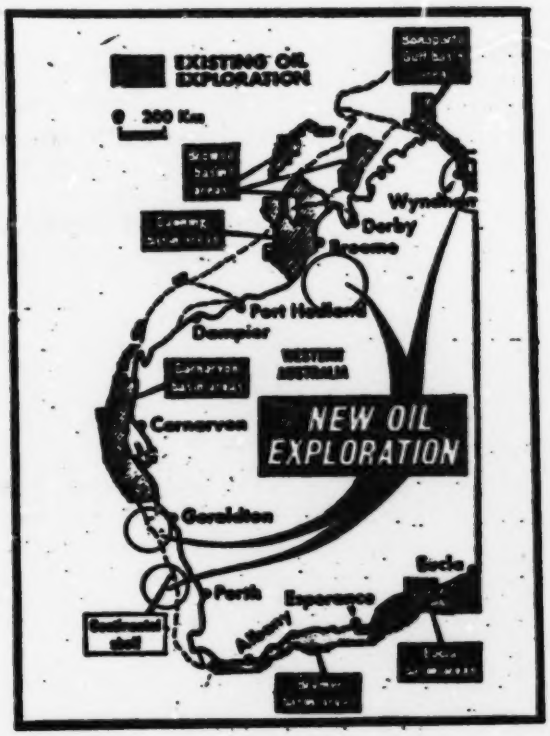
A consortium of nine companies had been granted an off-shore permit in the Perth Basin, next to the producing Dongara gas field, 60km south of Geraldton. The permit area covered 6580 square kilometres.

The companies involved were the operator, Diamond Shamrock Corporation, Era Petroleum NL, Eastern Petroleum Australia, Northern Michigan Exploration Company, International Energy Development Corporation, Magnet Metals Ltd, Lennard Oil NL, Monarch Petroleum NL and Stirling Petroleum NL.

Mr Jones said that under the Petroleum (Submerged Lands) Act 1967, Diamond Shamrock Corporation would do detailed seismic and drilling over the next six years.

Esso Inc. and Production Australia Inc. had also been granted an off-shore permit in the Perth Basin. This was immediately west of Perth and covered 6330 sq km.

Esso would do seismic work and geological review and drill several wells over the next six years.



CSO: 5200/7502

FISHING INDUSTRY URGES EXCLUSION OF JAPANESE TUNA FLEET

Perth THE WEST AUSTRALIAN in English 3 Sep 81 p 67

[Text] **The Australian Fishing Industry Council has called on the Federal Government to oppose the re-entry of the Japanese long-line blue fin tuna fishing fleet to Australian waters.**

The council has held talks with the Minister for Primary Industry, Mr Nixon, and officers of his department on the issue.

Negotiations with the Japanese are expected to continue next week.

The negotiations are part of an annual review of Japanese fishing within the Australian fishing zone.

The council's federal president, Mr Fred Connell, said yesterday that the Japanese could still take catches of blue fin tuna outside the zone, although it would be a more costly operation for them.

Last year the Japanese had caught between 4000 and 6000 tonnes of the fish worth about $30 million from within the Australian zone.

Stocks of the fish could be in jeopardy and were probably being overfished.

The AFIC had told the Government that it should not allow the Japanese to take stocks when Australian fishermen were not getting enough.

The Australian fishing fleet had been upgraded in the past five years and Australian fishermen were taking fish similar to those taken by the Japanese long-line fleet.

The council did not intend to harm the Japanese, but had to look after Australian fisherman first.

It hoped that the Government would stand by the Australian industry, although the Japanese were taking the matter seriously, he said.

ACCEPTED

The WA Minister for Fisheries and Wildlife, Mr Masters, said that the State Government accepted the Japanese while no one else was taking advantage of the areas they fished.

It was doubtful if the Japanese fishing would affect WA's south-coast tuna fishery at the moment.

But local fishermen had to be encouraged to build bigger boats and fish in the areas where the Japanese were operating. The Japanese presence could then be phased out.

Some fishermen were now getting bigger boats.

He could not see how the Commonwealth could be expected to bar the Japanese until Australian fishermen were more active.

CSO: 5200/7502

BRIEFS

LIFT BAN ON JAPANESE BOATS--Australia has been asked by Japan to abandon a plan to exclude foreign fishing boats from waters off New South Wales and Tasmania. The appeal has been made to the minister for primary industry, Mr Nixon, by his Japanese counterpart, Mr Takao Kameoka, in Tokyo. Mr Kameoka said Japan placed great importance on its fisheries within Australia's 200-mile resources zone, especially off New South Wales and Tasmania. Radio Australia Tokyo office said Australia wants to exclude Japanese long-line tuna boats from these Southeastern waters to conserve fish and allow the local fishing industry to develop. [Text] [BK071045 Melbourne Overseas Service in English 0830 GMT 7 Oct 81]

OIL SEARCH OFF SA--The South Australian Government has announced a multi-million dollar offshore petroleum exploration programme in the Otway Basin off the State's south east coast. Mines and Energy Minister Roger Goldsworthy told the annual meeting of the chamber of mines in Adelaide that at least $33 million will be spent on the programme in the next six years. [Text] [Melbourne THE AGE in English 3 Sep 81 p 24]

CSO: 5200/7502

LOCALLY OWNED DEEP-SEA TRAWLERS MAY REPLACE FOREIGN CRAFT

Import Applications Received

Auckland THE NEW ZEALAND HERALD in English 3 Sep 81 p 1

[Excerpt]

The first New Zealand owned and manned deep-sea trawlers could be in the water by Christmas.

The trawlers — which are likely to be up to 60 metres long and cost $2 million each — would be capable of fishing the depths of the Chatham Rise and Challenger Plateau.

Such boats could well replace foreign joint venture craft.

And the deep-water venture could be an all-New Zealand operation within ten years, according to two New Zealand fishing company estimates.

Applications

The assistant director of the Ministry of Agriculture and Fisheries, Mr Royce Elliott, has confirmed that the ministry had received a number of import apolications for deep-water trawlers.

Joint venture agreements are now being reviewed and will expire at the end of March if the ministry does not grant extensions.

Mr Elliott said the industry was going through an exciting and challenging period.

But because of the size of the investment and the risks involved, those prepared to take the risks would need some safeguards to protect their investments.

While the ministry has not said what type of safeguards would be offered, it is generally considered that it would involve some sort of protection from joint venture competition.

Most foreign joint venture boats pay their crews lower wages and are subsidised by their own Governments.

Fletcher Challenge and Sanford are in the forefront of the deep-sea ventures.

Sanford is already going ahead with plans to modify four medium-sized trawlers for deep-water fishing at a cost of $600,000.

If the Government grants approval to import the big boats within the next six months they will almost certainly not have local skippers, because only one or two men have deep-sea fishing certificates.

The managing director of Sanford, Mr Neil Mills, said: "We have the largest deep-sea fleet in the country (about 28 boats) and we do not have any deep-sea skippers at present."

The company had a few mates experienced in deep-sea fishing, but it could take a year or two for them to qualify.

Submissions

While the ministry is prepared to find ways around the problem as a temporary measure, Mr Elliott said that ideally the deep-sea industry should be fully manned by experienced local fishermen as soon as possible if it was to become a New Zealand concern.

Few Large Companies Proposed

Wellington THE EVENING POST in English 7 Sep 81 p 18

[Text] CHRISTCHURCH, Sept 6 (PA). — A limited number of companies fishing on a large scale was the probable key to New Zealand competing with foreign interests in its offshore fishing grounds, said the chairman of Fletcher-Challenge, Mr Ron Trotter.

Inshore fishing was a strong local industry but New Zealand needed to develop the potential of its deep and distant waters, he said.

At present foreign vessels and joint ventures exploited most of New Zealand's deep-sea fishing grounds, but New Zealand could compete on a international level with a small number of companies working on a sufficient scale.

Development needed top management and adequate financial resources, said Mr Trotter.

"You can not do it with small boats," he said.

A leaked Fletchers report to the Government on the future of fishing said that New Zealand fishing companies were too small, without adequate top management skills or financial resources. Fletchers' answer was establishing three "super" companies within five years.

The submissions clearly indicated that Fletchers intended to be one of the three companies.

Mr Trotter said that many critics of his group's report had misunderstood the submissions and reacted in defence of the local fishing industry.

"It's not a question of being critical," he said. "There is nothing wrong with the present management for the present scale but as the industry grows it will need more people and money."

Future growth in New Zealand's offshore fishing industry with New Zealand companies would have advantages for everyone.

Auckland 'HERALD' Commentary

Auckland THE NEW ZEALAND HERALD in English 9 Sep 81 p 6

[Editorial: "New Fishing Horizons"]

[Text] Hopes for a bright future for the fishing industry will be brought a step closer to fulfilment through plans by several companies to make deep-sea catches with New Zealand-owned and manned boats. The ventures could represent a significant advance towards the target to more than double annual domestic production in the next decade.

Deep-sea trawling calls heavily on capital, to buy large vessels and build on-shore processing facilities. The level of investment virtually demands that such enterprises should aim primarily at export markets. Consequently, marketing skills are almost as important as fish-finding expertise.

Marketing is all the more important because the deep-water fishing grounds around New Zealand are not well known, as compared with such locations as the Newfoundland Bank and the North Sea, and support new varieties of fish. Overseas customers must be convinced that such unfamiliar species are as good as the cod and other traditional species they buy.

Hence it is a branch of the fishing industry which surely must be the province of large companies. Fletcher Challenge and Sanford are two firms which have already indicated their interest. Both have well-established overseas sales organisations and the financial resources to carry them over what are seen as uneconomic early years.

The companies have been involved in joint fishing ventures with Soviet partners. Such partnerships have opened deeper

waters to New Zealand and the country has benefited from the arrangements. The local industry has gained skills in managing, processing and marketing new fish types—and $62 million in export earnings was earned from such operations last year.

A time must come when New Zealand outlives such arrangements which were intended to be temporary but which have assumed a degree of permanence in the industry. The Fishing Industry Board, itself, has identified a number of disadvantages in joint ventures—and spoken of the wisdom of building up local deep-sea fleets. Investment in new vessels has been at risk because, as foreign partners supply the boats, processing plants are vulnerable to threats to withdraw the trawlers.

After a development study, the board estimates that in 10 years the total value of fish production will increase to about $325 million (at today's prices), with 70 per cent attributable to the domestic fleet. The replacement of joint ventures with wholly domestic operations will mean less reliance on others, greater export earnings, and more jobs. Every job at sea could create more than four jobs on shore.

CSO: 5200/9067

SRV TO RETURN ARRESTED THAI FISHERMEN

Jailed 4 Months

Bangkok THE NATION REVIEW in English 12 Sep 81 p 3

[Text] A GROUP of 42 Thai fishermen will be flown back here next week after spending more than four months in Vietnamese jails, an official of the Foreign Ministry said yesterday.

The fishermen were arrested in April in the Vietnamese waters near Hon Chuoi and Nam Du islands in two separate fishing trawlers, he said.

The official of the Office of Protection for Thai Nationals Abroad said originally 44 of them were arrested.

However, two of them who were captains were sentenced by the "People's Court" in Kien Giang to serve a prison term on charge of violating the security and sovereignty of Vietnam.

The Vietnamese Government later notified the Thai Embassy in Hanoi that they wanted to repatriate the other 42 crew members.

It also demanded reimbursement for the expenses in looking after the Thai fishermen.

He said the fishermen will be flown abroad an Air France flight back to Bangkok next week.

The Cabinet on Tuesday endorsed the Foreign Ministry's request for a special budget of 362,000 baht for the repatriation expenses.

The fishermen were crew members of Pira Methasamut and Thinnakorn fishing trawlers seized by the Vietnamese authorities.

The official of the Foreign Ministry said that the number of Thai fishing trawlers fishing in the Vietnamese waters have increased.

"Sometimes they go together in a group of 30 trawlers," he said.

He said some of the Thai fishing trawlers confiscated were adapted by Vietnamese authorities into patrol boats.

Many of the Thai fishermen have also been going into Vietnamese waters with logistic goods to be exchanged for gold or permission to fish there.

SRV Levies Fine

Bangkok THE NATION REVIEW in English 14 Aug 81 p 3

[Text] THE CABINET would be asked to pay 400,000 baht to the Vietnamese Government in return for release of 42 Thai fishermen arrested for violating Vietnamese waters, Deputy Agriculture Minister Pol Col Krit Sangkasap said yesterday.

He said the Foreign Ministry had agreed to bring the matter to the attention of the Cabinet during the meeting of officials from the foreign and agriculture ministries yesterday.

The fishermen were reportedly arrested in April.

He said that the Vietnamese Government wanted the amount of money to cover the expenditures for the return of the fishermen and the fine for the breach of the Vietnamese territorial waters.

The Thai Government would also ask the Indian Government to free about 40 Thai fishermen arrested by the Indian Government in the same connection, Krit said.

CSO: 5200/4503

EDITORIAL ON U.S. LAW OF SEA POLICY

PY241756 Buenos Aires CLARIN in Spanish 22 Sep 81 p 16

[Editorial: "Argentina, the United States and the Law of the Sea"]

[Text] The 10th session of the UN Conference on the Law of the Sea has just ended in Geneva without having made any progress toward the main objective: that is, to approve a definitive international convention regulationg the exploitation of marine resources. The next session will be held in New York beginning on 8 April 1982.

In Geneva, however, there were positive and negative results. Let's take a look at the positive results first.

In the first place, a solution was found for the delicate question of the delimitation of exclusive economic zones and continental shelves among states. Two large groups of participants had been at odds over this question. As often happens, the solution was reached because both groups budged from the opposite positions they had strenuously defended for years to settle on a third position that had not been formulated before.

In the second place, the conference chose Jamaica and the FRG (Hamburg) respectively as sites for the headquarters of the future maine seabed authority and the future international law of the sea court. These decisions are symbolic of the conference's will to move forward and fulfill its objectives despite any hindrance.

In addition to these two large strides forward, the conference took another significant step by giving a more formal character to the "semiofficial draft" for a convention.

Let's look at the negative results now. On 8 March and 16 May of this year, we noted in this column how the Reagan Administration had stalled the action of its own delegation at the previous session of the conference (March-April) in order to re-examine the entire convention draft. This delegation disregarded the fact that the convention draft was about to be approved already and that the text thereof had resulted from long and arduous negotiations in which other U.S. delegations had played an important role.

Therefore, everyone in Geneva wanted to know how the study was coming along. In this regard, the statement by Washington's envoy was disappointing: the study was not over. The delegate did what he could to convey to the expectant assembly the first observations of his government, all of them related to Chapter XI of the project, about the regulation for the exploitation of the seabed. The second and greatest deception was that the United States--on matters of submarine mining--returned to its initial position of the years 1970-74, that is, to the beginning of the conference. It went even further: to the consideration of this matter at the United Nations. These are positions which implied and are implying a profound distrust in the international mechanisms to be established; reticence in providing technology; a demand for predominance, under the form of a veto, in making decisions, etc. In other words, this was a rejection to everything negotiated and written openly until now and is inspired by the same liberal economic philosophy which the United States is also implementing at the national level. Therefore, it is not unusual that the negotiations between the U.S. delegation--with scant support by some European delegations--and the rest of the conference is developing with the characteristics of a "dialogue of the deaf" and should be suspended because it will not lead to anything useful.

Therefore, at this stage of the negotiations, it is fair to ask several questions:

What can be expected in the future? Will the Americans be able to join, in a "minitreaty" favorable to its interests, to Japan and some European countries and to do without the rest of the international community? Will the member countries of the group of 77 approve the current project, as they seem ready to do, without U.S. participation? Will an agreement acceptable to everyone be reached?

Unfortunately, considering the current situation, the first two assumptions have greater possibilities of succeeding than the third.

And we say unfortunately because this would not only mean that the United States would exploit by itself the minerals of the seabed while the rest of the international community would be left with a beautiful treaty but with very few real possibilities of using it for this type of exploitation. This would also mean--and this is not of less importance--that the most powerful nation of the world would not recognize the 12-mile territorial sea or the exclusive 200-mile economic zone of the other countries or the navigation regulations of international straits or the continental shelf or the right of the littoral countries to control scientific research or many other things. The type of incident similar to the Gulf of Sirte could then multiply; and in a situation where the law of the sea could be enforced, a juridical dichotomy of predictable and serious consequences will take place instead.

Argentine-U.S. relations--after a long cool period--are returning to normality. However, our country, which is expecting from the future congress about the sea of fulfillment of its legitimate interests, can only view with concern the new Washington policies on this matter.

CSO: 5200/2003

WADB LOAN FOR DEVELOPMENT, FINANCING OF FISHING

Dakar LE SOLEIL in French 2 Sep 81 p 3

[Article: "Maritime Credit: 300 Million from WADB to SOFISEDIT"]

[Text] The West African Development Bank (WADB) has just granted the Senegalese Financial Company for the Development of Industry and Tourism (SOFISEDIT) a loan totaling CFA 300 million intended to finance the industrial and semi-industrial fishing sector.

The grant was signed yesterday by Amath Samb, the chairman and managing director of SOFISEDIT, and Pierre Claver Damiba, the president of WADB. This assistance will enable SOFISEDIT to take increased action in the planning and financing of investment projects concerning equipment, plants, and equipment for processing, storing and freezing fish products.

The WADB loan to SOFISEDIT established the efforts made by the institution as part of the Maritime Credit management mission delegated to it by the government. The domiciliation of Maritime Credit at SOFISEDIT and its endowment with adequate resources will enable the bank to meet the financing needs of a rapidly growing sector.

This grant consolidates high-level cooperation between the two financial institutions for development. Then again, it should be noted that the tightening of ties between the two institutions has been concretized by WADB's participation in SOFISEDIT's capital to the extent of CFA 100 million.

At present, the total assistance provided to SOFISEDIT by WADB amounts to CFA 1.1 billion earmarked for the financing of investments in the sectors of industry, tourism and fishing, considered to have priority within the framework of the policy of promoting investments. This policy was established and implemented by the government with financing from its own funds.

The interest of WADB and other financial organizations with regard to SOFISEDIT confirms the increasing credit which the institution is enjoying and assures it the means for increasingly greater participation in the realization of Senegal's economic development projects.

9380
CSO: 5200/4972

JAPANESE FISHING EQUIPMENT DONATION

Dakar LE SOLEIL in French 2 Sep 81 p 3

[Text] On Saturday, 8 August, the ceremonial delivery of fishing equipment, a gift from the Japanese government, took place at the Center for Assistance in Pirogue Motorisation (CAMP) under the direction of Maximillien Sagna, the head of the departmental staff of the minister of state for maritime fishing.

In the presence of several technicians, Kitaban, the senior counselor of the Japanese Embassy to Senegal, delivered alot of fishing equipment worth approximately CFA 28,500,000 to the minister's representative. In his statement he emphasized the exemplary cooperation which binds his country and Senegal, saying that this gift constituted only one lot among others that Japan intends to grant to Senegal.

In turn, Sagna, the representative of the minister of state for maritime fishing, expressed satisfaction with the disinterested aid which Japan has been giving our country. In this connection, he cited the different interventions by the Japanese government, which has built two cold stores and financed the equipping of our fishing boats with outboard motors.

He concluded by warmly thanking the departments and personnel of the Japense Embassy who have contributed greatly to the success of the cooperation which binds our two countries, particularly his excellency the ambassador and his senior assistant, Counselor Kitaban.

In turn, Kitaban, the representative of the Japanese Embassy, emphasized the excellence of Senegalese-Japanese relations, which has been manifested in several fields. He also emphasized at greater length the sector of maritme fishing, which has arrested the attention of his country's authorities, thanks to its dynamism and its place in the Senegalese economy.

He thanked the Senegalese authorities, especially the minister of state for maritime fishing who had organized this ceremony for the official delivery of the equipment. Kitaban ended his speech by reaffirming the availability of the Japanese authorities to come to the aid of Senegal, a friendly country, and to participate in efforts undertaken to promote its economic development.

9380
CSO: 5200/4972

FISH PROCESSING PLANT OPENS

Victoria NATION in English 22 Sep 81 p 1

[Text]

ANOTHER STAGE in fisheries research in our waters, necessary for the successful development of the fishing industry, has started with the inauguration of a fish processing plant at the Long Pier yesterday morning.

While two fully equipped West German vessels, the *Nordsee* and the *Ostsee*, are testing the fish stocks and the methods of catching them, the processing plant will implement the joint Seychellois-German research programme by turning the fish caught into various deep-frozen products ready for test-marketing overseas.

The modern factory, opened by the Minister for Planning and Development, is equipped with two blast freezers of five tonnes capacity each, plate freezers for producing fillet blocks at the rate of 1½ tonnes in 2½ hours, equipment to remove bones, mince the fish and to make animal feeds from the waste. An ice-making plant with a capacity of producing 12 tonnes daily, forms part of the factory set-up to provide ice to fishing boats. With all this equipment and the assistance of experts provided by the West German firm of SABROE, the processing factory hopes by next year to establish the feasibility of our fishing industry, in particular its export potential.

FEASIBILITY

Minister Ferrari said it was the first time such a highly potential project had ever been attempted in Seychelles and he hoped that by the end of 1982 the factory would have proved the feasibility of fishing, processing, canning and exporting fish from Seychelles.

In the commercial research stage, the processing plant is doing as much research as possible in preparing the fish into products for overseas. As each product is presented and test-marketed, the feedback from the consumers will be studied closely in the hope of establishing a sound market for pelagic fish such as 'bourgeois', 'job', etc, apart from the tuna.

The West German representative in the joint research project, Mr. Heiko Gebers, believes there are various types of fish in our waters suitable for processing. Only recently, the factory processed over 40 tonnes of fish in one week.

Minister Ferrari has given the assurance that Seychellois consumers will also benefit from the project.

The one-year Seychellois-German fisheries research project started in February with the arrival in Port Victoria of

SEYCHELLES is becoming well-known in English farming circles, thanks to a cham processing tests, the project has been rolled on to finish in July next year. The processing plant itself has taken eight months to build. The building was designed and put up by Works Enterprises Limited at a cost of over R. 1 million, with Seychellois Government finance, while the West Germans provided the equipment and the fishing vessels.

NATIONAL PROPERTY

The location of the plant very near to the tuna cold store enables easy transfer of the end-products for storage. At the end of the research project, the processing plant will become the national property of Seychelles.

To minimise environmental problems, a pipeline has been laid by the Seychelles Water Authority to allow the disposal of waste from the processing plant into the New Port Sewerage Treatment works.

The fish processing project will provide both employment and training to a number of Seychellois as well as provide earnings from overseas countries, if Seychelles ultimate aim of processing fish and canning for export is met.

A representative of the West German Government, Mr. Edwin Butscher, the administrative counsellor of his country's embassy in Nairobi, wished success to the project and described the joint fisheries programme as an excellent example of Seychellois-German cooperation.

After inaugurating the factory, Minister Ferrari also unveiled a remembrance plaque to the late Mr. Eugene Domingue, the construction supervisor who died suddenly a few days after the completion of the building works.

Mr. Domingue's wife and family were present at the ceremony yesterday morning.

CSO: 5200/5604

ZIMBABWE-ZAMBIA SHARE LAKE KARIBA KAPENTA

Salisbury THE SUNDAY MAIL in English 4 Oct 81 p 7

[Text]

SIAVONGA (Zambia),

FISH that got away stories don't often have as happy an ending as the one now being told in Zambia.

The tiny kapenta, which weighs in at about 1 000 to the kilogram, was introduced to Lake Kariba by the Zambian Government and the UN Food and Agriculture Organisation in 1967.

Within a few years the 900 kg of fingerlings released in this joint venture had multiplied hundreds of thousands of times and the adult kapenta, obviously unaware of UN sanctions against what was then Rhodesia, had crossed the dividing line in the middle of the lake.

By 1972, just after the guerilla war had started in earnest, the Rhodesians started hauling up kapenta by the tonne.

Zambia was obviously unhappy about the fact that it had provided a rich source of protein for what was then its enemy and Government officials gnashed their teeth as the war hotted up and boats had to be ordered off the Zambian side of the lake.

So throughout the war kapenta boats plying out of the harbour at Kariba hauled increasingly heavy catches of the fish provided by Zambia. By the time the war ended the Rhodesian catch was a staggering 5 000 tonnes a year.

But the kapenta saga has had a happy ending for Zambia because since normal relations were restored with Zimbabwe last year, it has begun to reap some of the benefits of the stocking exercise it undertook 14 years ago.

Here at Siavonga, within sight of the base of the Zimbabwean fishing fleet at Kariba across the water, there are now eight companies fishing the Zambian side of the lake for kapenta.

One of the operators, Mr Ralph Harding, reckons around 1 000 tonnes will be caught in Zambia this year.

That's still only about a tenth of what is expected to be caught by the more established fishermen on the other side of the lake but Mr Harding believes the Zambian catch will total 5 000 tonnes annually in a couple of years.

"We've got a lot of catching up to do," he admitted. "But there are some advantages in being second; we can learn from many of the mistakes the other side made when the industry first started."

Most of the Zambian kapenta fishermen have designed their craft along the lines of the most successful boats developed on the Zimbabwean side and nets and equipment are also much the same.

Kapenta, a fresh water relative of the sardine, is indigenous to Lake Tanganyika and has been an important source of protein in areas neighbouring that lake for centuries.

CSO: 5200/5606

BRIEFS

FISHERIES PLAN--The United Nations Food and Agricultural Organisation is to be asked to fund an ambitious fisheries project at Binga, on the shores of Lake Kariba. Announcing the move, the Deputy Secretary for Community Development Dr Sam Agere said that initially one or two villages, with perhaps 20 to 40 fishermen, would be encouraged to work collectively. Later the project would be repeated elsewhere in the country with the immediate goal of achieving self-sufficiency. [Text] [Salisbury THE SUNDAY MAIL in English 4 Oct 81 p 2]

CSO: 5200/5606

FRG INTERESTS HARMED BY PROPOSED LOS AGREEMENT

Bonn RHEINISCHER MERKUR/CHRIST UND WELT in German 11 Sep 81 p 8

[Article by Paul Bellinghausen: "New Law Of The Sea. Maritme Have-Nots Are Counting On It. Even The Federal Republic Has Been Counted Among The Big Losers"]

[Text] Bonn has not taken the new Law of the Sea seriously. Now an awakening has come, thanks to America. It is there that revisions are being demanded.

It wasn't bad news at all: Hamburg is to be the seat of the International Tribunal on the Law of the Sea. The representatives of the U.N. Conference on the Law of the Sea in Geneva had agreed upon that much. The vigorous efforts on the part of the German delegation on behalf of the Hansa city's case had been successful. But insiders were saying that this had been the first committment by the German delegation worth talking about. Besides that, it was also the single success that the German delegation could point to. Perhaps this judgement is somewhat too harsh. In any case, if what came out of the Geneva conference had been enacted along the lines of the convention draft, it would have been the equivalent of a medium catastrophe for the Federal Republic.

The struggle for a modern Law of the Sea has been going on since 1973. What is at issue now is not just the freedom of the seas, as it was conceived by Hugo Grotius nearly 400 years ago. The issue now is no longer simply the freedom of the seas but their possession. At stake is seven-tenths of the earth's surface.

For years now the coastal nations have had the lion's share; the Exclusive Economic Zone is aleady practically in their possession. It is here that economic wealth of immeasurable value is concentrated. Some 85 percent of the proven and estimated reserves of oil and natural gas lie within this coastal third of the world's oceans. Here, too, 90 percent of the world's commercial fishing takes place. Huge deposits of metallic ores are suspected within this coastal belt.

Thus the mass of the ocean's wealth is being nationalized by the creation of economic zones in the hands of those nations with lengthy coastlines. Among the list of winners are many tough competitors of the Federal Republic--the U.S., Japan, Great Britain, France, Norway, Australia and the Soviet Union. A long string of developing nations in South America, Africa and Asia also stand to profit from the parcelling out of the oceans. Yet most of the nations of the Fourth World, particularly those in Central Africa will not be able to enjoy this unexpected gift from heaven.

The Federal Republic is also left standing behind the door. Its coastline is short. It joins the long line of maritime have-nots. For a country whose economy is determined by a sharply defined international division of labor this can have very grave consequences.

The Federal Republic is numbered among the leading trading nations of the world. Among export, as well as import nations, it ranks second to the United States. Its interest is therefore vital in international trade movement with the least possible disruption; equally vital is its interest in undisturbed maritime shipping. After all, approximately half of all German imports and exports are carried by ship.

Yet the new Law of the Sea will make ocean traffic more problematic, to the least. The reason is to be found mainly in the "zoning" of the seas and in the creation of new rights of jurisdiction for one-third of the total ocean surface. To be sure, all nations will enjoy the right of undisturbed passage through the coastal zones, though a mass of spongy legal concepts will at the same time set limits on this right. The path is open for a whole parade of legal conflict. The maritime jurists in Hamburg will have little occasion to twiddle their thumbs.

What has come into play here can best be illustrated by example. The extension of teritorial waters and the creation of the Exclusive Economic Zone will lead to the case of a tanker, en route from the Persian Gulf to Central Europe, spending only one-third of its journey in international waters. Ninety percent of its passage will be made in the waters of foreign countries. And there many things can happen--few of them pleasant. "That is why" as Bernd Kroeger of the Association of German Shipping Lines puts it, "the right to undisturbed passage, the definition of its substance and the revision of its limits have taken on a new, hitherto unknown economic dimension and a new politico-legal quality." Only crystal-clear definitions can prevent the worst from happening. And that is where the stumbling block lies.

Many difficulties could be avoided if the Economic Zone--apart from the exploitation rights of the coastal nations--were to retain the status of international waters. That was the original idea. In the meantime the wind has shifted. The coastal nations have now "tasted blood". Now the danger exists that the Economic Zone can take on the same legal character as already defined for inland waterways. What that will mean for international shipping can only be remotely guessed.

Bad News For Shipping And For Fisheries

As bad as things look for German shipping, prospects are far worse for the German fishing industry. It has already, in anticipation of the results of the maritime conference, been pushed out of its former fishing grounds, especially by its EEC partner, Great Britain. The result--the German high seas fishing fleet is already one-third smaller now than it was 5 years ago. Even now its catch is not even half as big as it was 5 years ago. Here the shift of economic power to the newly rich nations with long coastlines is clearly evident.

In the specific case of international fishing rights, the new convention is wildly wrong. Professor Gerhard Fels at a maritime law symposium sponsored last year at Kiel by the state of Schleswig-Holstein pointed this out convincingly. Most fish, he said, are migratory and inclined to make radical changes in the paths of their migration. That is one reason. The other: With dramatic advances in fishery technology, the danger of overfishing of the oceans increases. Both facts speak clearly for international and, at the same time, economically rational regulation, specifically, to

determine the extent of permissable catch in international waters corresponding to the necessity of protecting projected stocks, and then to auction off catch licences in appropriate numbers. The distribution of fishing rights would then be determined by commercial efficiency and not by the passport which the fisherman happens to hold.

The new Law of the Sea goes in exactly the opposite direction. Since fishing rights are conceded to coastal states within the 200-mile zone, there is no guarantee either of conservation or of efficient exploitation of existing resources. "The ratification by the federal government and by parliament of this fishery regulation would, in effect, spell bankruptcy for the German high seas fishing industry" was the warning of Renate Platzroeder of the Foundation for Science and Politics at the Kiel symposium.

Another totally ill-conceived concept is to be applied to ocean mining. In this case, an economic development plan was created, that for many an intellectual representative of the Third and the Fourth World will mean a well-paved route to the New World Economic Order.

The scenario, to a degree, is eerie. An International Seabed Authority is to be created, with its seat in Jamaica, which will administer the "common legacy of mankind" and administer it badly. The authority, insiders fear, will reach monstrous proportions. By contrast, the administrative bureaucracy of the European Community in Brussels will seem modest. Professor Fels remarks, "The central concept of this institution derives from the same ideological world as many other proposals for the New World Economic Order. International bureaucrats have put it togethr with some degree of self-interest, following the motto 'jobs for the boys'". In this case it is Parkinson's Law run wild.

The Authority will also concern itself with the administration of the rest of the oceans, and that means first of all the exploitation of manganese nuggets. As trustee, its job will be to see that resources are shared in the interest of the developing countries and those people "who have not yet attained full independence or other self-governing status." That can also be interpreted to mean providing funds for liberation organizations such as the PLO or the marxist-leninst "Democratic Revolutionary Front" in El Salvador. If it should turn out to be different--that would be nice indeed.

Technology-Transfer At No Cost

The so-called Seabed Authority literally reeks of protectionism in the style of the proponents of the New World Economic Order. Here a few tidbits: The Authority may not transfer exploitation of manganese nuggets to private enterprises. That assumes in advance that one of the two fields already being worked will be transferred to the Authority's own enterprise, probably without cost. In addition, the private company must declare itself willing to make available to the Authority and to the developing countries all information about the technology employed by itself and its subcontractors. Whether not the private company is entitled to dispose of its subcontractors' technology does not concern the architects of the New World Economic Order in the least. It is no surprise that the technology transfer will be effected below fair market price or, in an extreme case, without any payment. In any event, it is the intention of the planners to equip their enterprise with enough of the most modern technology, that after perhaps 10 years it can function as an ocean mining monopoly.

But more--seabed mining is not to engage in direct competition with conventional mining of the earth's surface. Conventional miners want to continue their scale of operation. This will be achieved by limitations upon deep sea mining production. The justification--those developing countries now engaged in mining, especially the copper producers, are not to be adversely affected.

It would be hard to argue in any more half-cocked fashion. Manganese nuggets contain four metals: Nickel, copper, cobalt and manganese. Reliable estimates project that by the year 2000 a maximum of only 3 to 4 percent of the world copper market could be supplied by the mining and processing of manganese nuggets. In the case of manganese extraction the issue is not copper, but a very different metal--nickel. Nickel, in terms of yield, is the most important metal. The extent of oceanic mining should be determined by nickel consumption, according to the maritime law concept.

In this connection, free access to the common nugget legacy has great significance, especially for the Federal Republic. Its industry has a strong committment to marine technology and it commands one of the top places in world ranking in this field. In some sectors it ranks first. Marine technology is regarded as a significant economic growth factor. The Federal Republic could supply world markets with technologically highly developed products and make use of new export opportunities.

In addition, the extraction of manganese nuggets by German companies themselves comes into the picture. This too would afford a great advantage. Until now the Federal Republic has been almost completely dependent upon foreign supplies of nonferrous metals. This dependency could be diminished by some degree of participation in oceanic mining.

But none of this is to be. And that is to be regretted. Also to be regretted is the fact that the Federal Republic believed for a time that hardly anything would be changed in the text of the proposed Law of the Sea--until the advent of Ronald Reagan. The American president asked for time out for thought. He did not care for the text, especially the protectionist Seabed Authority. He demanded redrafting. The Germans would do well to follow suit and to put forward a vigorous defense of their own interests.

Much has to be done to catch up. The German negotiators, until now, have not been particularly adroit; there are reasons for this. Observers at the conference report that the German Law of the Sea delegation was always well intentioned but lacked adequate motivation. For years there has been no strong political support from Bonn for their efforts.

To accept the text of the Law of the Sea in its present draft form would be irresponsible. An effort must be made to make it more precise in many passages and to free ocean mining of the worst protectionist shackles. This can only succeed if the two responsible cabinet ministers (Economics and Foreign Affairs) intrude themselves into the dialogue on their own initiative and make use of all diplomatic means. Negotiations will resume next spring. Until then more than a few wheels have got to be in motion.

9878
CSO: 5200/2118

END

JPRS 79300

26 October 1981

Worldwide Report

LAW OF THE SEA

No. 174

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26 October 1981

WORLDWIDE REPORT

LAW OF THE SEA

No. 174

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BRIEFS

NIGERIAN NEGOTIATIONS WITH MAURITANIA--Nigeria has declared her preparedness for fresh negotiations with the Republic of Mauritania over fishing rights. The minister of agriculture, Alhaji Ibrahim Gusau, made this declaration in Lagos yesterday while exchanging views with the Mauritanian ambassador to Nigeria, Mr Bal Mohamed. The Mauritanian ambassador expressed his country's readiness to enter into fresh agricultural and technical assistance with Nigeria. [Text] [AB030922 Lagos Domestic Service in English 0600 GMT 3 Oct 81]

CSO: 5200/5605

BRIEFS

FISHING PACT WITH JAPAN--An agreement was signed in Dacca on Friday between Bay Trawling Ltd.--an affiliate of the Highspeed Group of Companies and M/S Hokkaido Fisheries Company Ltd., of Japan for joint collaboration in deep-sea fishing, processing and export of shrimps, says a Press release. Apart from boosting exports, this will also help develop the technical know-how and skill of Bangladesh manpower in deep-sea fishing. Initially four trawlers will operate which will eventually be increased to eight. These trawlers are presently being constructed at the Highspeed Shipyard, which is a pioneer in specialized trawler construction and first of its kind in Bangladesh. [Text] [Dacca THE BANGLADESH OBSERVER in English 5 Sep 81 p 1]

CSO: 5200/7000

CALL FOR U.S. PARTICIPATION IN LAW OF SEA CONFERENCE

Kuala Lumpur NEW STRAITS TIMES in English 4 Sep 81 p 8

[Text] KUALA LUMPUR, Thurs. — Malaysia today called on the United States to fully participate in the next session of the Law of the Sea conference and to agree on signing a treaty governing the seas.

Deputy Minister in the Prime Minister's Department Datuk Abdullah Abdul Rahman said it would be unfortunate if the U.S. were to be the only non-party to the first such universal treaty.

Malaysia, he said, was committed to the stand of the Group of 77 countries — that they would not allow the provisions of the deep-sea bed mining to be re-negotiated, as was desired by the U.S.

Datuk Abdullah told a Press conference that the Group of 77 nations disagreed with the American request for re-negotiation of fundamental issues concerning deep-sea bed mining.

The issue of deep-sea bed mining was of vital importance to the 146 nations which attended the last session ending last week, as the mineral prospects from the oceans of the world run into billions of dollars.

The U.S. has requested a re-negotiation of the issue as it has spent billions of dollars in developing the technology to undertake deep-sea bed mining.

It also wishes to protect the rights of its companies engaged in this field.

But Third World nations are committed towards rejecting the American request.

At the end of the last session, conference president Tommy Koh of Singapore had said that the next session would result in a treaty, with or without U.S. participation.

Datuk Abdullah said the U.S. wanted a permanent seat on the proposed council of the conference and was also unhappy with the two-thirds majority vote proposal, which favoured the Third World nations.

The U.S. also disagrees on any limitation on the production of deep-sea bed minerals. It feels that these restrictions are non-conducive to private enterprise.

Datuk Abdullah said although the U.S. voiced its dissatisfaction with the provisions on deep-sea bed mining, it did not elaborate on the failure of informal talks it held with the Group of 77 countries aimed at a solution to the matter.

However, the conference participants did agree on a compromise proposal on the de-limitation criteria of the exclusive economic zone and the continental shelf.

The conference also nomiated Jamaica as the site of the future International Sea Bed Authority, which would comprise all State parties, assisted by a council, a legal and technical commission and an economic commission.

The economic commission would regulate the exploration and exploitation of the deep-sea bed minerals especially copper, cobalt, nicket and manganese.

Hamburg was also nominated as the site of the future International Law of the Sea Tribunal while Venezuela has been requested to arrange for the signature of the Final Act and the opening of the convention in early September next year.

Datuk Abdullah said the issue of enforcement powers of Malaysia, Singapore and Indonesia in the Straits of Malacca was also discussed at the conference.

He said the reaction from the major maritime powers on this was good and more countries were backing the stand of the three nations.

CSO: 5200/8202

BRIEFS

MARITIME ACTIONS--Less than two weeks into September and already Bermuda has been faced with the threat of three hurricanes. One ship, Sea Rose has already been abandoned to the elements less than 100 miles off the Island. And the inquest to determine the cause of death of 24 crew members of the ill-fated bulk carrier Mezada earlier this year only serves to bring home the ugly reality and stunning finality of the Atlantic Ocean. Regardless of the outcome of last year's tragedies, Government has taken steps to protect Bermuda this winter should ships seek refuge in Bermuda waters. To bolster its Oil Pollution Act, Bermuda had the U.K. Merchant Shipping (Prevention of Pollution) (Intervention) Order extended to Bermuda. The Island is now protected by legislation that gives Government authority to order ships away from the Island if they threaten the community with any of approximately 100 different chemicals, including ammonium phosphate. Last year Government only had legislation covering oil pollution. Adding more teeth to Government's bite is an International Maritime Consultative Organisation agreement enabling government to inspect ships for seaworthiness. The agreement comes into effect in November and allows for the first time governments to inspect ships and order correction of defects before a ship sets sail from any port. "The thrust of the agreement is that when an obvious defect is discovered a government may order that ship to remain in port rather than letting the ship sail the world's oceans and get into trouble," says Captain Robert Wall, a New Jersey marine consultant involved with the Mari Boeing grounding at North Rock. [Excerpts] [Hamilton THE ROYAL GAZETTE in English 14 Sep 81 p 3]

CSO: 5200/7503

BRIEFS

SEA FOR CARIBBEANS--We wish we could hear that some attention is being given by the Caribbean Community to the preservation of the Caribbean Sea for the people of the countries whose shores it washes. Instead of Venezuela seizing Trinidad and Tobago's fishermen and Surinam confiscating Guyana's fishing boats, Caribbean countries should turn their attention to seeking international support in keeping out of our Sea the fishing trawlers of the Japanese, Koreans or whatever foreign nations bring their well equipped boats to fish in our regional waters. It might be worth while if besides getting international approval for our proprestary right to the fish in the Caribbean, we also arranged for some of the aid channeled to the LDC's to be concentrated on the improvement of our fishermen's knowledge and the modernising of our fishing technology. We feel that this sort of aid would pay off more in the long run, than a lot of the fund currently used for helping day-to-day commitments in the LDC's. [Excerpt] [Kingstown THE VINCENTIAN in English 28 Aug 81 p 4]

CSO: 5200/7503

BRIEFS

ABDUCTION OF FISHERMEN--Port-of-Spain, Trinidad, Friday (CANA)--Police here have reported that a Trinidadian fisherman was abducted by gun-toting Spanish-speaking pirates in the Gulf of Paria on Wednesday. A second was robbed and left drifting in a pirogue (long, narrow boat), minus an engine. This is the story told by the second fisherman. According to the police report, Sonny Dookie and his friend, Geewan, both of Carlyle Bay Road, Couva, in central Trinidad, left on a fishing trip Wednesday. While fishing off Point Lisas, around 2 p.m., a pirogue identified as "Pepe" with two men aboard came alongside. The men whipped out revolvers and held up the two. One of the men was said to have pushed his revolver into Dookie's mouth, and took $40 from his pocket. He also took a pair of black pants and a sweater that Dookie had nearby. The two allegedly ordered Dookie into the "Pepe" while Geewan was hustled aboard the other boat and they sped away. Dookie told police that he drifted aboard the "Pepe" for two hours until he was picked up by the motor vessel "Olga" in the First Boca. He was taken to the immigration boarding station in Port-of-Spain. Police and Coast Guard inquiries revealed that the "Pepe" had been stolen on Tuesday from L'Anse Mitan Bay, Careenage. The Coast Guard said that it has launched a search in the Gulf and along the coastline for the missing fisherman and stolen boat. [Text] [Bridgetown ADVOCATE-NEWS in English 19 Sep 81 p 3]

CSO: 5200/7503

TURKISH AEGEAN DIPLOMACY SCORED

Istanbul CUMHURIYET in Turkish 23 Sep 81 p 3

[Editorial by Ali Sirmen: "It Was Known"]

[Text] The European Parliament's support and endorsement through the Fourcade Report of Greece's decision to extend its territorial waters to 12 miles has sparked justifiable reaction in Ankara.

Ankara has declared that the European Parliament resolution is not binding and that we do not recognize it. But this stand does not alter a very serious situation that is out in the open... Greece has always viewed the Aegean as its own internal sea and seems determined to imprison the enormous Turkish landmass within a narrow strip along the Aegean coast.

This is precisely Athens' goal...

This goal has been known for a long time...

The strategy the Hellenes have used to attain their goal has also been known for a long time: Put off problems to bring them up in international forums under favorable conditions when they believe things will go their way; then rally support for their cause against Turkey.

There is no need to be a keen observer or even an expert who follows events closely to see that the reasons for Athens' entrance into the EEC were more political than economic. Konstandinos Karamanlis in numerous speeches has also expressed in a rather direct fashion that his reasons for entering the EEC were chiefly political.

What political benefits could Greece have expected from full EEC membership?

Almost all of us recall what has happened in recent years to our neighbor's parliamentary system which has been devoid of any sound foundation. By securing limitations on the parliamentary system and ensuring the president's being granted powers, stretched at whim, Karamanlis has controlled center-left--or ostensibly so--party governments and protected this self-serving parliamentarianism against the left while at the same time he has integrated with the EEC in a bid to protect this parliamentary system from the Generals' boots...

This was the domestic policy thrust in Athens' entry into the EEC.

In foreign policy, there was one entity that could exacerbate Greece's problems by entering into the EEC: Turkey. Albeit Athens could not hope to settle a problem with Sofia or disputes with its other neighbors through EEC pressure because of the political and economic configurations involved. But Turkey was Greece's neighbor most susceptible to EEC reaction and pressure. It was a predetermined fact then that Athens would without a moment's hesitation use its membership advantages against Turkey in the foreign policy sphere.

The truth is that the Greeks deftly used the trump in their hands, and yet, what they had handed over to Turkey shortly before was of almost equal value, or, if examined from certain perspectives, the neutralization of a far more valuable trump...

Had it been played right, Greece's hasty decision to quit the military wing of NATO--which smelled of blackmail, and that Greece later regretted--would have been an invaluable trump for Turkey in dealing with the Aegean problem.

Although Athens, under the pressure of domestic events and the United States, wanted to return immediately to NATO's military wing, Turkey's approval was required under the North Atlantic Treaty Agreement of 4 April 1949. At that time, many people--not just we--emphasized the importance of this trump and stressed that this situation was the best international weapon for settling Turkey's problems with Greece over the Aegean. They stated that Ankara must assert as a condition that problems between the two countries over the Aegean be resolved prior to Athens' return to the military wing of NATO.

However, owing to pressing NATO interests, the government of that day suddenly and without reciprocity relinquished this trump with a decision made on high. And Athens, as soon as the paper hit the table, issued a slew of decisions that stated exactly what sort of stand it would adopt.

In short, it had been known for a long time that the Aegean issue would come to this.

This recent development is not just a victory for Greek diplomacy but the product of monumental recklessness in Turkish diplomacy.

At this juncture, Greece is on the way to imprisoning Turkey on the Aegean coast. Even if this is not legally binding, it is an important step in itself. Turkey must henceforth adopt a warrier, more determined and tougher stand toward Greece over the Aegean.

A point not to be forgotten when implementing this policy is that even though Greece's 12-mile decision pins Turkey to the Aegean shore, it violates the interests of certain small and large states that transit the Straits and the Aegean, sail the major oceans, and whose special rights are set down in the Montreaux Convention. Moreover, the decision abrogates the rights granted by the Montreaux Convention to Black Sea countries by turning the Aegean south of the Straits into an internal sea.

At any rate, Western countries must remember when supporting Greece's 12-mile decision in the Aegean that Turkey can find support elsewhere for its views on the matter.

But even when there is awareness of certain policy points, one may deliberately feign ignorance. To thoroughly clarify those points and prevent feigned ignorance requires successful diplomacy.

If Ankara henceforth wants to check irresponsible support for Greek faits accomplis in the Aegean, it is obligated to mount on this point a more successful diplomatic effort than in the past.

CSO: 4654/14

CARTOONIST VIEWS TERRITORIAL SEA ISSUE

Istanbul HURRIYET in Turkish 21 Sep 81 p 9

[Cartoon by staff cartoonist Nehar Tublek titled: "Through Nehar Tublek's Eyes"]

[Text]

Cartoon Caption: "Strange! Whenever I get together with these friends my back always itches [Translator's note: Backscratcher used by figure on right shaped to form the words 12 MILES]

CSO: 4654/14

'MILLIYET'S' TOKER WARNS GREECE ON AEGEAN

Istanbul MILLIYET in Turkish 20 Sep 81 p 8

[Metin Toker editorial: "Who's on Whose Agenda"]

[Text] A while back, I was talking with a Greek friend of mine. He said "We had no idea you were going to do this to us." I answered: "But we gave you a clear and serious warning." He insisted "Still, we didn't expect it. We thought that there would never be a Turkish-Greek war in our region." I said: "This wasn't a Turkish-Greek war though...Turkey exercised its right to intervene in Cyprus in its capacity as a guarantor state in response to the Greek intervention. Beforehand, it had warned a thousand times that it would do so." My Greek friend continued his explanation, saying: "With the support of your air and sea forces you landed a great big army on the island. There you fought against us, against Greeks. This is the truth and the essence of the matter. We had thought that such a thing could not be. This is what lies underneath Greece's suspicions and anxieties concerning Turkey, underneath the anger stemming from disappointment."

As you may be able to guess, we were discussing the "Cyprus Incident." I had not a particle of doubt that my counterpart was sincere and that he favored improving Turkish-Greek relations. He also knew that I was of like mind. Consequently, we listened with good intentions to each other's well-intentioned words.

To recognize the seriousness of warnings is a matter which requires skill. Those not demonstrating this skill must seek the party responsible for their ills among their own ranks; and they are doing so. However...Should the Greeks extend their territorial waters from 6 miles to 12 on their own or with moral support, Turkey will not recognize this. It will protect its freedom to move now as before in open areas, its own territorial waters, or international waters. Should the Greeks attempt to oppose this militarily this would mean war. Everyone has his own thoughts on how such a war would end.

Turkey does not covet a single inch of Greek soil, sea or airspace. It has put up with the unbelievable status of some Greek islands which penetrate into our homeland. Had we harbored other thoughts or desires, we would have "seized" some of them during the Cyprus action. There would not have been much risk with Athens in such a state of confusion. It could have been considered that Israel-type faits accomplis are not easily undone. Turkey did not undertake

such an action, not because of risk assessments, but because it was not considering such a thing. This still applies today. However, you must not even dream that Turkey will stand by inactive while on your own or with moral support, you try to change the status of the Aegean and throttle Turkey. Was America able to remain inactive, even in the Gulf of Sidra?

The warning has been given: Turkey will not recognize this. Only by defeating it in a war will it be possible to cause it to recognize this. Should a war break out, no Greek friend should subsequently say: "We never expected this from you."

The European Community, which Greece wishes to get behind her, must also not say this, should it side with Greece.

We wish to be friends with the Greeks, to remain within West Europe. West Europe is not a monolith. There are governments, there is public opinion, there are parliaments and parliamentarians. The parliamentarians have voting considerations, personal considerations. There are the weaknesses of conceit, arrogance and "political tourism," which is particular to parliamentarians. All of the above play a role in the positions taken. It is necessary to react to this with understanding. That is what we are doing.

However, there are serious states in West Europe. A time will come in relations between states when all the other elements will lose their importance. A state's seriousness and responsibleness will come above all else. As a matter of fact, West Europe's civilized nature and superiority derive from this fact.

Turkey experienced a regime crisis. How and why it came to this pass is apparent to everyone. The determination exists to establish a healthy democracy and to make it operate. Efforts are being made to realize this in the "shortest possible time." The Turks are pleased with these efforts. Everyone coming to Turkey sees this. All West European ambassadors communicated this observation to their countries from Ankara. From 12 September up to the present, not one single step backwards has been taken. Every promise has been acted upon. The continuing national consensus surrounding 12 September is a result of this. This is our own internal matter.

As for the state of the economy, America, all of West Europe, all directly or indirectly involved international organizations agree that it is making an extraordinary recovery.

In such a climate, the refrain "Turkey is on Europe's agenda" does not please us. In fact, it is a cause of anxiety for those who believe that our place on the world scene should remain the same. Because an exaggeration of this could develop into the refrain "Europe is on Turkey's agenda."

It is not a question of asking Turkey to change its status within the European Council, nor to suspend its membership or for it to ask that its contribution be frozen. We will establish our democracy easier and faster in our present status. Our overlooking of certain unfortunate "slips of the tongue" stems from

this. Had our goal not been democracy, would we have submitted our candidacy for the European Community? Don't you know that an operating democracy is a condition for this. Are we careless or stupid?

However, in Europe, the "other elements" prevail over the serious state. Europe takes this or that decision concerning us. We don't care. Now, at this point, "Europe is on Turkey's agenda" occurs.

This must not be considered simple bravado. It is not possible to humble the Turks, even in difficult times. We are aware of the morale problems faced by the German government. When German aid did not come as expected in July, perhaps as a result of this and perhaps as a show of "solidarity with the Socialist International," not a single official demarche was made to Germany, not a single reproach was voiced nor a single request made. In the same way that the manner in which Turkey established democracy is an internal matter, whether or not Germany gives us aid is something which is up to them. Austria has indicated that this year it will not give the $10 million which it gave last year within the framework of the OECD. We undertook not a single initiative in that regard. Later they indicated their regret over the matter. German aid has also come pattering in this month. Because, for one thing, West Europe strengthens itself from the defense standpoint when it gives us aid. And then, are American weapons purchased with German military aid? Or French goods with Austrian financial aid? No. Of course, we meet our requirements, but the money still returns to the economic machinery of those who give it.

The criticism that "the Turkish administration is not overly open to suggestions from outside," if it refers to this behavior, is correct. The policy at present is that laid down by the "highest authorities." The economy is experiencing difficulties, but exploiting the ability to tell lies abroad concerning the interventions during this difficult period for us, some as a result of political necessity, some out of capriciousness and some as a result of provocations, is a matter which we cannot accept. Our West European friends must understand that they are obliged to refrain from damaging the domestic as well as foreign image of a one-of-a-kind, sui generis administration such as ours. They themselves must explain this to those who do not understand it.

Because, the extent to which this administration preserves its freedom of movement will determine how rapidly it leads the nation to salvation.

Those European parliamentarians who ally themselves behind our Greek neighbor on issues which do not concern them at all and once again cause it [Greece] to long for adventures, as well as those who set up committees and undertake junkets across Turkey must ponder responsibily what could be on whose agenda.

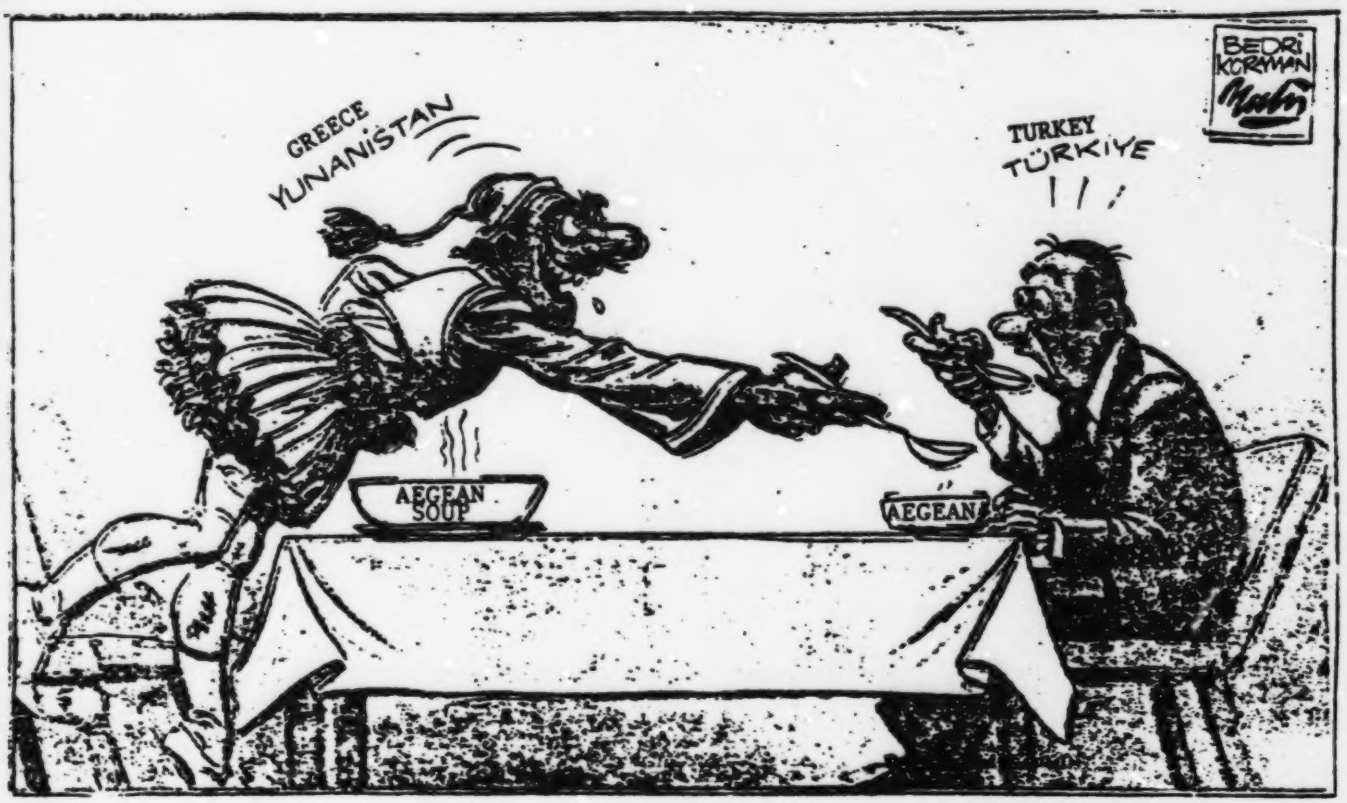
The warnings of serious Turks are always serious.

CSO: 4654/14

'MILLIYET' CARTOON ON TERRITORIAL SEA ISSUE

Istanbul MILLIYET in Turkish 20 Sep 81 p 1

[Text]



CSO: 4654/14

MUMTAZ SOYSAL URGES RESTATING OF POSITION ON 12-MILE ISSUE

Istanbul MILLIYET in Turkish 18 Sep 81 p 2

[Mumtaz Soysal Editorial: "Casus Belli"]

[Text] No, the "Casus" which is "Belli" is not the one with which you are familiar. You are to read the first letter of the first word as a "k" and do not draw out the "a." The other word is a form of the word "bellum" which in Latin means "war." "Casus Belli," the shortened version of which is "casus," in Latin, in international law, means "war conditions" or "a situation which, when arising, can be considered by a state to be a reason for war."

Well before now, Turkey had informed both friend and foe that, should Greece extend its territorial waters in the Aegean from 6 nautical miles to 12 miles, she [Turkey] would consider this a "casus belli." This term had even found its way into official documents.

Why?

Because the extension of Greek territorial waters to 12 miles is a very serious situation for Turkey. It is a "vital" problem relating to whether or not a "nation" and "state" will survive.

Why?

Greece has approximately 3,000 islands in the Aegean. Why and how a portion of these were generously relinquished is another story. But, for this reason, even when the territorial waters are maintained at 6 miles, 35 percent of the Aegean is Greek territorial water. Turkey's territorial waters come to 11 percent. Thus, under the present conditions, 56 percent of the Aegean is open sea, over which no one can claim control.

However, if Greece were to extend its territorial waters to 12 miles, 63 percent of the Aegean would fall under Greek authority and an area representing only 26 percent would remain international open sea.

Even worse, at present, if nothing else, Turkey can reach open sea without entering Greek territorial waters via three large areas--those being the area between Meric [unlocated] and Mitilini, and Bababurnu, which is across from

them; and the Candarli and Sigacik bays. Now, if the territorial waters are extended to 12 miles, Turkey will find itself in the position of being unable to travel down to the Mediterranean except through two narrow passages, one in the waters off Bozcaada and the other between Sakiz [Chios] and Nikarya [Ikaria], in the waters off of Koraka Burnu [Koraka Point].

Okay, let us say that this is of no real importance because of the "right of free passage" during conditions of peace. What about fishing? And the exploitation of natural resources?

Not to mention the continental shelf.

Knowing all this, Greece is staging a new game against Turkey.

Now, the Common Market, or "European Community" according to its new name, has been brought into the picture. The matter involves the determination of the Community's "boundaries." A report prepared by French parliamentarian Marie Madeleine Fourcade with this aim in mind does not stop at considering quite normal the extension of Aegean territorial waters to 12 miles, it attributes to Greece the nature of an "Island State." Accordingly, the boundary between the "European Community" and Turkey is just beyond the Aegean's Anatolian shore. And, where the distance between the islands and the mainland narrows to less than 12 miles, it runs along the "median line" between the two. That to the east of this line belongs to us and that to the west belongs to Europe.

More correctly, to Greece, which is once again up to its tricks under the protective wings of Europe.

What this means in terms of air space, the 200-mile "economic zone" adjoining the territorial waters and even the continental shelf, is clear, very clear.

Is Turkey going to yield before pillage? And should it not yield, will it be satisfied with the diplomatic notes which it has given to Common Market jurists, the warnings which it has given, and its diplomatic initiatives?

In short, is there still a "casus belli" or not?

It appears that the flexibility shown in the matter of the FIR line, the accommodations arrived at in return for the return to NATO and the conciliatory initiatives made on Cyprus have given the other side the impression that things have changed in Turkey; this to the extent that the 12 mile issue, clearly stated to be a cause for war, can once again be aired.

Greece took the decision to extend its territorial waters in the Aegean from 3 to 6 miles back in 1936. Turkey waited until 1964 to do the same thing. Perhaps they are calculating that the "casus belli" reaction will once again come in a delayed manner or not at all.

This is the perfect time to notify friend and foe once again--in Latin or in Turkish--that in regard to the equitable sharing of the Aegean with our neighbor on the opposite shore and in regard to living like human beings on this half of the Aegean, nothing has changed in Turkey, nor will it change, nor can the Turkish people accept any change whatsoever.

CSO: 4654/14

MAPS SHOW EFFECT OF 12-MILE GREEK TERRITORIAL SEA

Istanbul MILLIYET in Turkish 19 Sep 81 p 1

[Text] The situation in the Aegean given 6 and 12-mile Greek territorial waters.

Key: (1) Current situation (6 miles)

[Darker area] Turkish territorial waters
[Lighter area] Greek territorial waters

Key: (1) The situation given 12 mile Greek territorial waters

[Darker area] Turkish territorial waters
[Lighter area] Greek territorial waters.

CSO: 4654/14

GREEK ILL WILL OVER AEGEAN BLASTED

Istanbul TERCUMAN in Turkish 21 Sep 81 p 8

[Editorial by Zafer Atay]

[Text] Good faith is essential to foreign policy. But it is certainly not a wise move to make this a one-sided deal.

We think Turkish-Greek relations have come to just such a point. Turkey has shown its good will by lifting NOTAM 714, which hindered flights over the Aegean. Turkey has shown its good faith...without preconditions. It allowed Greece's return to the military wing of NATO. Turkey has shown its good faith. It has ensured that contacts on the secretary general and ministerial levels have not been cut off.

What has Greece done in return?

So as not to give the leftist opposition grist for its propaganda mill, Greece up to now has failed to disclose the easement it has obtained with respect to Aegean airspace. Nor has Greece been inclined to fix areas of command responsibility in the Aegean promised via a negotiated settlement after reintegration. Finally, Greece has shown its bad faith by saying, "Let the 1974 situation continue."

Well, let us accept as a political strategem Greece's avoiding disclosure for now on account of the elections. But how is one to interpret reneging on a promise? Turkey had long insisted, "Let the Aegean dispute be resolved and then we will grant Athens the necessary permission," as a prerequisite to Athens' return to the military wing. But owing to the alliance's weakened southeast wing and Soviet expansionism in the region, NATO members removed this precondition by asking Turkey "to make a further demonstration of its good faith." NATO on this issue has been unable to reap a single result up to now. Turkey wants to share command responsibilities in the Aegean. Greece refuses to accept this.

Ultimately, Athens successfully mounted a new strategem during the European Parliament meeting in Strasbourg last week.

A report prepared in step with the Greek position on the Aegean was passed as a fait accompli through the European Parliament, which is composed of representatives elected from the 10-member countries of the European Economic Community.

Greece became a full EEC member at the start of this year. It thus became necessary to redefine the association's customs boundaries. For this purpose, the duty of preparing a report was given to the French deputy Mrs. Fourcade, who appears to be completely uninformed on the Aegean issue. Fourcade prepared a report on this highly complex and technical issue that was in conformity with Greek views. Meanwhile, Greece did not overlook getting the esteemed members of the European Parliament to spend their summer vacations free on the Aegean islands. The parliamentarians, who thoroughly loosened up on sun, sea, fish and wine, in the end approved the report with a raise of their hands.

Doubtless the Parliament's decision is in the nature of a recommendation. It will be further discussed in the Council to be attended by EEC foreign ministers. But the EEC, unknowingly, has abetted a very dangerous ploy. According to the report, the 3,000 islands--most of whom are chunks of rock--that Greece holds in the Aegean are to have distinct continental shelves. Given this, Greece can extend its territorial waters to 12 miles and can demand a 200-mile economic zone....

The rough meaning of this complex statement is: "Greece can with EEC permission close the Aegean to Turkey...."

The Aegean is a semi-closed sea. The islands that we let Greece snatch away as the result of certain historical errors are accruing major advantages for Athens. Even today Turkey's sovereign borders comprise only 11 percent of the Aegean. Greece controls 35 percent of the Aegean. The remainder constitutes international waters to which the entire world has free access.

For Greece to extend its territorial waters from 6 to 12 miles and for every island to have its own continental shelf would mean that Turks could travel in this sea only by means of a passport. It means that Turkey would be unable to venture into this sea without Greek permission. This is unacceptable. In fact, Turkey openly stated years ago that a 12-mile limit would be a casus belli. The EEC is obligated to rectify this error prepetrated by the Parliament....

The fact that Athens, in the wake of Head of State General Kenan Evren's call that "the Aegean become a sea of friendship" made during his Izmir address on 9 September, has mounted such a strategem indicates perfectly how devoid Greece is of good faith.

We believe its high time--even past time--to speak in a language Greece will understand....

CSO: 4654/7

'CUMHURIYET' CARTOON ON TERRITORIAL SEA ISSUE

Istanbul CUMHURIYET in Turkish 22 Sep 81 p 1

[Text]

Cartoon Caption: Greek: Up to here is 12 miles...You may not go into the water without my permission.

CSO: 4654/14

AEGEAN ISSUE SPARKS CALL TO REVIEW RELATIONS WITH WEST

Istanbul MILLI GAZETE in Turkish 22 Sep 81 p 5

[Editorial by Mehmet Fahri]

[Text] The European Parliament in its resolution approved the extension of Greek territorial waters to 12 miles. In short, owing to this resolution, the zones extending up to 12 miles off Greece as well as the islands have been incorporated into the Common Market's customs boundaries.

One newspaper characterized the European Parliament's resolution as "nonsense." Even Foreign Minister Turkmen passed it off by declaring, "This resolution is not binding upon us." It is also impossible for us to take it seriously in light of European Parliament Commission members' statements regarding the altering of the resolution at our behest.

But approaching such an issue superficially can lead us into error. It can serve to deceive us and the Turkish community...as it has done up to now.

Rather than dwelling on whether this resolution is invalid or nonapplicable to us, the issue that must be most emphasized in the wake of this European Parliament resolution is the fact that this body has once again expressed an attitude often displayed in the past.

It is whitewash not to focus on this mentality and hope to pass it off by saying, "My dear sir, the European Parliament did make such a resolution but it is not binding upon us. What's more, it will be altered at our behest." This would be to no avail and would only result in harm. Furthermore, we characterize these words as an attempt to defend or vindicate the European Parliament before Turkish public opinion, despite the resolution having been made against us.

Some papers are charging the resolution is invalid by taking another tack: it was adopted with the votes of only 110 to 403 deputies. Yet, it is not a very convincing logic to hope for results based on the grounds that a resolution adopted with only some one-quarter of deputy votes is invalid. If the absent deputies had not wanted Parliament to pass such a resolution, they would have been present during

the session and cast "no" votes. The resolution would thus have failed. By not doing so and not attending the session, they helped the resolution's passage through Parliament. It is this fact that in our view puts a different face on the picture.

In short, the European Parliament representatives of Common Market countries have once more demonstrated that they favor Greece, not Turkey. It is precisely this attitude that must be focused on and assessed. The reasons for this attitude lie in the facts that Turkey has not been accepted into the Common Market despite years of efforts and that various obstacles have been thrown before Turkey. Turkey is not taken very seriously when it says, "I am Western not Eastern." Although Turkey is an associate Common Market member, it does not even receive the same outlets for its export produce that Israel does.

Whether or not we want to understand, the West is telling Turkey, "Find someone like yourself to marry." Is it not shameless to continually insist, "We are Western; we are no different than you," when the West's attitude is so abundantly clear? But for heaven's sake isn't this what we are saying?

Actually, we ought not be surprised that the West prefers Greece over us since the West has a cultural and religious affinity with the Greeks. What has the West in common with us? Beyond our saying that we are Western, in what areas does Turkey have something in common with the West?

On the contrary, the West harbors an unforgettable attitude manifest in the partition of the Ottoman Empire and the establishment of its own colonial administration over these lands. But the West was not satisfied there. Was it not Westerners who divided Anatolia among themselves, landed the Greeks at Izmir, and let them loose upon the Turks? One ought not be surprised that those who dispatched the Greeks to Anatolia years ago should side with them today.

We are obliged to assess our relations with the West in light of these attitudes. Efforts to clear the West by inventing some excuses will bring us only disillusionment...just as they have done up to now.

CSO: 4654/8

END

JPRS 79366

3 November 1981

Worldwide Report

LAW OF THE SEA

No. 175

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3 November 1981

WORLDWIDE REPORT

LAW OF THE SEA

No. 175

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AUSTRALIA, NEW ZEALAND DISCUSS FISH 'DUMPING' CHARGES

Australian Market Undercut

Wellington EVENING POST in English 19 Sep 81 p 3

[Text]

SYDNEY, Sept 18. — Australian fishing industry representatives go to New Zealand next week in an attempt to solve problems caused by large-scale exports of New Zealand orange roughy fish landing here.

Fishermen on the eastern seaboard of Australia have been upset as the New Zealand fish, largely caught by deep-sea joint venture concerns, has been undercutting the market of locally caught species.

"We will be putting the case for voluntary restraint by the New Zealanders, or asking them to put the price of their fish up," said Mr Norman Grant, marketing development officer of the NSW Fish Marketing Authority today.

"We have very good relations with the New Zealanders and expect to be able to solve it at industry level.

"They are very conscious of the problems being caused for us," he said.

The orange roughy, known here as the sea perch, sells in Sydney for a wholesale price of around $NZ4.10 a kilo. Fishermen here would like to see that raised to $NZ4.80 a kilo.

Accusations have been levelled that the New Zealand interests are "dumping" the fish on the Australian market, and Mr Grant said an officer from the Federal Department of Primary Industry would be with the delegation and would investigate this aspect to see if a dumping inquiry was warranted.

Proof

But he pointed out that as most of the orange roughy was caught by joint venture operations, primarily those involved with the Russians, and not sold on the New Zealand market a dumping case would be hard to prove.

The influx of orange roughy on the Australian market has hit sales of reef fish in Queensland and gemfish and sea bream in the other states.

Mr Grant said that ironically it was also affecting sales of other traditional New Zealand fish exported here which had been caught by inshore fishermen.

If the Australians do not get satisfaction from the New Zealand industry they could push their government to bring in protection and limit the amount of New Zealand fish entering Australia.

Earlier this month Primary Industry Minister Peter Nixon said a report prepared by his department on the marketing problems facing the fresh and frozen fish industry showed imports had now captured more than 55 percent of the domestic market compared with 44 percent two years ago.

Reason

He said the main reason for the increase in fish imports was the ready availability of high-quality fish, especially from New Zealand.

But he warned that the Australian industry should not blame all its problems on imported fish, as there was a need to improve fish handling and marketing to make the Australian industry more competitive against imports.

Heading the industry delegation, which leaves for New Zealand on Monday for a five-day visit, will be Mr Peter Doyle, a member of the NSW Fish Marketing Authority.

Others

The others will be Mr Grant, Mr Pat Warren, a fisherman from Eden on the NSW south coast and also a member of the NSWFMA, Mr Bill Murray, general manager (operations) of the Queensland Fish Board, Mr Norm Clarke from the Victorian Fishing Industry Council and Primary Industry Department observer Perry Smith.

They will have talks with the NZ Fishing Industry Board, the Ministry of Agriculture and Fisheries, and other industry groups like the Federation of Commercial Fishermen.

The Australian team will visit Wellington, Nelson, Christchurch and Dunedin.

Voluntary Restraints Asked

Wellington EVENING POST in English 22 Sep 81 p 8

New Zealand exports of orange roughy have depressed fish prices in Australia to such an extent that the deep water trawlermen have had to tie up their boats, the leader of the Australian Fishing Industry delegation, Mr Peter Doyle, said in Wellington today.

The six man delegation arrived here yesterday for a fact finding mission, aimed at remedying this situation.

"New Zealand has sold fish to Australia under the free trade agreement and we have never objected in the past," Mr Doyle said.

"But we will be asking the joint venture operators for restraints when they sell to Australia."

"If we don't get any results we will take the case to government and ask for protection under Nafta."

Mr Doyle pointed out that joint venture operators are not permitted to sell their catch on the New Zealand market, so as not to compete with local commercial fishermen.

"The selling of orange roughy, also called deep sea perch, caught by the joint ventures, could result in the collapse of New Zealand's tarakihi exports to Australia," he said.

"Far Eastern countries will not buy orange roughy which they call the diarrhoea fish.

"But they eat it almost raw and the toxins found under the skin are not removed, while deep skinning seems to eliminate this problem," said Mr Doyle.

The delegation members are Mr Norman Grant, a market development officer, Mr Pat Warren, a fisherman from Eden on the NSW South Coast and a member of the NSW Fish Marketing Authority, Mr Bill Murray, general manager (operations) of the Queensland Fish Board, Mr Norman Clarke from the Victorian Fishing Industry Council and Primary Industry Department observer Mr Perry Smith. They will be visiting Nelson-based Sealord Products and Dunedin-based Skeggs Fisheries.

During their visit they will meet with the Australian High Commission, the Ministry of Agriculture and Fisheries, the Department of Trade and Industry, the Fishing Industry Board, the New Zealand Seafood Processors Association, the Fish Exporters Association, and the NZ Federation of Commercial Fishermen.

They will also have discussions with Wrightson Fishing Ltd — a major operating unit of Fletcher Fishing which has entered into joint venture agreements with the communist countries.

Joint Venture Firm Attacked

Christchurch PRESS in English 16 Sep 81 p 13

[Text]

The Fishing Industry Board report which cleared joint ventures of "dumping" orange roughy on the Australian market has been criticised by a fishermen's representative, Mr Bob Brown.

The Federation of Commercial Fishermen also rejected the board's statement that Fletcher Challenge's Russian joint venture had been unfairly singled out for criticism of its marketing in Australia.

The board's economics and marketing manager, Mr Russell Armitage, said recently that there was no truth in claims that orange roughy — or deep sea perch — was being dumped on the Australian market or was undercutting the price for traditional New Zealand exports.

Mr Armitage also said that Fletcher Challenge had been unfairly singled out for criticism. He returned recently from a trip to Australia to investigate claims that increasing New Zealand fish imports were harming the Australian industry, and that exports of orange roughy were affecting traditional export species such as tarakihi.

Mr Brown, the Federation of Commercial Fishermen's representative on the board, said that dumping was going on.

"Under the New Zealand-Australia Free Trade Agreement if any primary product is put on to another market below the domestic product's price then it is dumping — and that is what is happening in Australia," he said.

Mr Brown said that the federation was not happy about the way orange roughy was being marketed in Australia. It should be priced higher so that it would not compete with Australian fish.

Australian fishermen were understandably upset at the effect on their products, just as New Zealand fishermen would be if Australian fish undercut their prices.

Mr Brown also hit out at Fletcher Challenge's joint Russian venture, Fletsof, which he said was exporting headed and gutted orange roughy to Australia rather than processing it into higher-priced fillets.

"Fletcher Challenge have been telling everyone that they can do their marketing better than anyone else in New Zealand," he said. "If that is the case why have they been putting headed and gutted orange roughy into Australia," he said.

"If it had been in fillet form a lot of this fuss would not have happened because they would have got a higher price for it. It should never have been that cheap."

Mr Brown said that joint ventures should be opening up new markets rather than selling to long-established markets such as Australia.

"One of the conditions for approval of joint ventures is that they seek other markets, and we certainly don't see Australia in that light," he said.

The board will meet exporters to discuss marketing strategies to ensure that there is a continued place for acceptable volumes of traditional exports to Australia, Mr Armitage said.

Tariff Imposition Threatened

Wellington EVENING POST in English 26 Sep 81 p 44

[Text]

The Australian fishing industry delegation departed from New Zealand this morning convinced that discussions have made this country's fishing industry groups aware that exports of orange roughy have left trawlermen on Australia's eastern seaboard in dire straits.

"We won't allow joint-venture boats operating in New Zealand waters to ruin our fishery," said delegation leader Mr Peter Doyle.

While the six-man delegationtried to convince Fletcher Challenge to find alternative markets for the fish caught by its Soviet joint-venture partners, around 100 trawlermen in the Australian port of Wollongong tied up their boats to discuss the problem.

Mr Doyle quoted the general manager of the Russian joint venture Fletsof, Mr John Searle, as saying his company did not want to depress the Australian market.

The orange roughy caught by FLetsof was selling at $3.00 a kilo but the New Zealand Seafood Processors' Association agreed to put the price up to $3.25, Mr Doyle said.

"They also agreed not to export it in head and gutted form and will send fillets from now on," he said.

Mr Doyle was unable to get fish exporters to agree to restrain exports voluntarily during glut periods.

Australia is the biggest market for the 20,000 to 25,000 tonnes of orange roughy caught annually, he said, but alternative markets would have to be found.

After the Australians had met the New Zealand Federation of Commercial Fishermen, the federation's liaison officer, Mr Ian McWhannell, said: "They confirmed our suspicion that filleted and gutted orange roughy was disturbing a traditional market for New Zealand fishermen."

Tariffs warning

Unless the situation was remedied, tariffs could be imposed against New Zealand, Mr McWhannell said.

Mr Doyle said there were many similarities between New Zealand's and Australia's inshore fisheries.

"Heaven help you if the joint ventures start selling their catch in New Zealand," he said.

In Brisbane yesterday, Queensland's Primary Industries Minister, Mr Mike Ahern, said that orange roughy from New Zealand was "posing a serious threat to our domestic market.

"Some people in the trade are selling orange roughy (also known as deep sea perch) as Sweet Lip, Coral Trout and Barramundi," he said.

"This substitution for Queensland's famous seafood delicacies could do irreparable damage to the reputation of the Queensland fishing industry," Mr Ahern told the Australian Fisheries Council.

"Some fishermen in north Queensland have even had their boats and homes repossessed by finance companies."

• The New South Wales Minister for Agriculture, Mr Jack Hallam, who also addressed the council, said that the $28 million NSW oyster industry was threatened by the importation of live oysters from New Zealand and blamed the "inaction of the fereral government."

CSO: 5200/9068

REDUCED JAPANESE FISHING IN NEW ZEALAND WATERS SEEN

Auckland NEW ZEALAND HERALD in English 14 Sep 81 p 8

[Text]

Some sections of the Japanese fishing industry are in bad shape the general manager of the Fishing Industry Board, Mr N. E. Jarman, says.

Mr Jarman and the board chairman, Mr Mark Hinchliff, recetnly returned from Tokyo where they talked to sections of the industry.

Japanese fishermen were concerned about the economic stability of their industry, Mr Jarman said.

No Profit

They shared some common problems with New Zealanders such as high fuel prices and low market prices for fish but faced other problems because they were progressively being excluded from other nations' fishing zones.

Squid prices were below the break-even point at present and for that reason Japan would probably only want to send enough squid jiggers to New Zealand this summer to maintain a presence, out of a fear that it would lose fishing rights if it did not come.

The problem was oversupply, resulting from a growing world squid catch. New markets for squid might have to be found beyond the traditional ones.

The Japan squid fishing industry was considering moves to reduce the size of its fleet.

High Costs

Cuts in the Japanese tuna fleet were already in train, Mr Jarman said. There was talk of a 20 per cent cut in some fleets and 10 per cent in others.

The problems were the result of high operating costs and the possibility of reduced Government subsidies, as southern bluefin and albacore tuna were products still in healthy demand on the Japanese market.

Mr Jarman said the present form of joint ventures would almost certainly have to be changed if they were to continue. Some sections of the Japanese fishing industry said they were getting little if any benefit.

Advantages

"At the end of the day, fishermen expect to make a profit," he said. "That is the problem."

There were three main points worth remembering regarding Japanese fishing in New Zealand, he said.—

- There was room for them to catch the fish New Zealanders were not going to catch for some years yet.
- They could still offer technical and research assistance.
- Japan was an important export market for New Zealand fishermen.

While Japan was developing its aquaculture as fast as possible to replace lost deep sea catches, Mr Jarman said, Japanese fishermen still had a lot of capital tied up in boats and processing plant which were dependent on traditional catches.

For that reason they did not want a dramatic cut to foreign fishing allocations.

CSO: 5200/9068

EDITORIAL RAPS U.S. AS 'SELFISH' FOR BLOCKING SEABED PACT

[Melbourne THE AGE in English 29 Sep 81 p 13

[Editorial]

[Text]

IN the cause of free enterprise — and selfishness — the United States is blocking a chance to turn one aspect of the North-South dialogue from talk into action. Accidents of nature have left some nations much richer than others in resources, but the seabed, with its great mineral wealth, remains mostly unpegged and untapped. Those nations which have no oil under their desert sands or iron in their mountains regard the seabed as the place where they can stake a claim to a share of resource-based income. The Law of the Sea Conference is the vehicle for this hope. The draft convention's provisions on seabed mining are designed to operate on the assumption that seabed resources beyond national jurisdiction are the "common heritage of mankind", the benefits of which are to be shared out among all countries, with special benefits for developing countries. President Carter had decided to ratify the convention; President Reagan has decided to reconsider ratification. The sticking point for the Administration is the limit the convention puts on access of the big US mining conglomerates to the seabed.

Preparation of the draft convention followed seven years of negotiations involving 150 nations. Australia is credited with acting as one of the chief mediators between the two main interest groups — the rich, developed nations, and the so-called Group of 77, an alliance of poor and underdeveloped nations supported by the Soviet bloc. The draft treaty is not perfect. It is unlikely that any nation agrees with all 320 clauses. Australia, for example, quite rightly objects to the exclusion from the draft of a clause forbidding nations involved in seabed mining from shutting Australia and other land-based miners out of their domestic markets. But the negotiators adopted a consensus approach and all nations, at least until President Reagan's inauguration, showed a willingness to compromise.

The US, like Australia, stands to gain a lot from the treaty. The treaty guarantees navigation rights for ships of all nations. This is vital for forward defence and our strategic interests, as well as international trade. It also grants coastal States a 200-nautical-mile exclusive economic zone. For Australia, that means unfettered access to fisheries and off-shore oil as far as the edge of our extensive continental shelf. The treaty also contains formal laws covering marine research, pollution and previously disputed territorial boundaries. Australia's chief negotiator, Mr Keith Brennan, says that in formalising what used to be a range of disputed rules of the sea, the convention will go a long way towards easing some international tensions.

President Carter's chief negotiator, Mr Elliot Richardson, certainly thought so too when he said late last year that the convention was "the most significant single event in the history

of peaceful co-operation and the development of the rule of law since the foundation of the United Nations". Not even the Reagan Administration challenges that claim. Where it differs from the Carter policy is on the section of the convention dealing with exploitation of seabed resources beyond national 200-mile zones. Under the treaty, an international authority would be established to consider applications for mining rights. Mining companies would have to share their profits with underdeveloped nations. As well, a new company funded by a levy on all UN members, and equipped, for a fee, by the private mining consortiums, would mine the seabed on behalf of poor nations. Production limits on seabed miners would protect the national economies of countries such as Zaire which are reliant on mineral exports.

If the scheme proceeds, it will mean an unprecedented and overdue sharing of wealth between rich and poor. The potential rewards of seabed mining are estimated to be in the billions of dollars. The sharing of such amounts must help to ease international tensions. But the US mining and free enterprise lobbies object. They say the US should not compromise, and should insist on unlimited access to the nickel, copper, cobalt and manganese nodules on the ocean floor. President Reagan is expected to announce later this year whether the US will rejoin the talks and, if it does, what concessions it will demand. If the US insists on sailing to the rescue of mining interests, it should realise that it stands to wreck an opportunity to make the world safer and more just.

CSO: 5200/7505

NINETY NEW OFF-SHORE OIL WELLS TO BE DRILLED IN NEXT 3 YEARS

Melbourne THE AGE in English 14 Sep 81 p 23

[Article by Nigel Wilson: "Record 11 Groups Seek Oil Exploration Permit"]

[Excerpts] A record 11 groups have applied for an oil exploration permit in Western Australia's off-shore area between Barrow Island and Dampier.

They have applied for the area designated W81-67, an amalgamation of permit areas which Woodside and Western Australian Petroleum relinquished last year.

Senior Government sources yesterday said recent changes in the rules covering the importation of foreign-owned drilling rigs had sparked the huge interest.

The Minister for Mines, Mr Jones, said it was likely that at least 30 onshore and 30 off-shore wells would be drilled in Western Australia each year for the next three years. This is a record.

An unnamed group bidding for acreage in W81-67 has proposed a work programme of 11 wells, to be drilled together with seismic surveys and data reviewed. Conservatively, this is an investment of close to $19 million.

At the weekend, the WA Government announced that 17 consortiums had applied for six off-shore permit areas in the Carnarvon and Browse Basin.

Total exploration spending proposed for the six areas topped $200 million.

While two of the Browse Basin permits have attracted Esso Exploration and Production and a third is being sought by a group led by the heavyweight new energy investor, International Development Corporation of Australia, most interest is in the Carnarvon area W81-67.

Esso holds a permit area south of Barrow Island on which it has spent large amounts in the past few months establishing data for a drilling programme.

Government officials yesterday said the interest in W81-67 was higher than that which surrounded the allocations of the Exmouth Plateau deepwater areas in the late 1970s, which resulted in Esso and BHP winning against international competition.

Esso reportedly spent close to $200 million drilling and analysing these prospects only to produce preliminary indications that the targets contain massive gas reservoirs which current technology cannot develop.

Obviously groups competing for W81-67 are seeking an off-shore extension of the Barrow Island oilfield. At the same time, of course, they are hedging their bets because the area lies just south of the Northwest Shelf gas field.

CSO: 5200/7504

BRIEFS

BASS STRAIT STUDY--The Bureau of Mineral Resources is to spend $2 million on a study to determine if there are still prospects of economic oil and gas discoveries in the Bass Basin. It said in a statement yesterday that in spite of geological similarities between the Bass and Gippsland basins--both in Bass Basin. It said in a statement yesterday that in spite of geological similarities between the Bass and Gippsland basins--both in Bass Strait--only one gas condensate field and some oil and gas shows have so far been discovered in the Bass Basin--while the Gippsland Basin has produced major commercial oil and gas discoveries. To enable the work to be carried out, the bureau is to design and supervise a series of marine geophysical traverses totalling up to 4000 kilometres to collect seismic, gravity and magnetic data, and to interpret them in terms of underlying structures far below the seabed. [Text] [Melbourne THE AGE in English 10 Sep 81 p 21]

PIPELINE TRENCH CONTRACT--Woodside Offshore Petroleum Pty Ltd has awarded a contract for the excavation of a submarine trench for the first 23km of the natural-gas pipeline to be laid between Withnell Bay and the North Rankin A production platform. Jet Research Centre Inc, of Arlington, Texas, will excavate sections of the sea bed along the gas pipeline route within Mermaid Sound near the Burrup Peninsula. After placement of the pipeline in the trench, it will be back-filled with crushed and graded rock to protect the pipeline from cyclone currents in the shallow coastal waters, and the possibility of ships' anchors dragging across the pipeline. Six weeks ago, a contract was let to a Dutch firm with John Holland as subcontrator to cover the first 32km of pipe with the protective layer of rock. [Text] [Perth THE WEST AUSTRALIAN in English 15 Sep 81 p 60]

OIL SPILL CONTROLS--The Federal Government has decided to legislate for more controls on the operation of ships to minimise oil and other pollution incidents at sea. This follows Commonwealth, State and Northern Territory agreement. The Minister for Transport, Mr Hunt, said ministers in the Marine and Ports Council of Australia (MPCA) agreed to recommend that Australia accept the obligations under the 1973 international convention for prevention of pollution from ships as modified by the 1978 protocol. Following the agreement by MPCA ministers it was proposed that the obligations be implemented by way of complementary Commonwealth, State and Northern Territory legislation.

This will open the way for Australia to formally ratify the international instruments and will allow the introduction of significant advances in measures to prevent pollution from ships. The most important aspect of this is an effective halving of the permissible operational discharges of oil from tankers to one thirty-thousandth of cargo capacity. Mr Hunt said the provisions relating to noxious chemical substances, sewage and garbage were the subject of more study. [Text] [Canberra THE AUSTRALIAN in English 17 Sep 81 p 16]

TAIWAN BOAT VIOLATION--Brisbane--A 35-metre Taiwanese fishing boat was seized on the Great Barrier Reef early yesterday for alleged breaches of Australian fisheries law. [Text] [Brisbane THE COURIER-MAIL in English 24 Sep 81 p 4]

JAPANESE ILLEGAL SCALLOPS--Melbourne--Victoria's fishing industry has uncovered a Japanese attempt to sell imitation scallops containing illegal quantities of egg white and a Sydney wholesaler is said to have unwittingly ordered some. Japanese agents visited Melbourne and Sydney wholesalers about three weeks ago with samples of the product, which is said to contain only 6 percent scallop extract. It is believed the imitation scallops were made available in frozen packages at about $4.50 a kilogram retail compared with $7.50 a kilogram for locally produced scallops. Quarantine officials were alerted and an investigation is understood to have begun. According to the Victorian Fishing Industry Council's executive officer, Mr Peter Heighway, yesterday, egg white or egg product is a prohibited import. He said a Sydney wholesaler had placed an order for the imitation scallops but added that no one in Melbourne had bought them. Mr Heighway declined last night to name the Sydney wholesaler. Mr Heighway said his council obtained a breakdown of the imitation scallops which revealed additives used in some fast food lines. [Text] [Sydney THE SYDNEY MORNING HERALD in English 22 Sep 81 p 10]

CSO: 5200/7505

TECHNOLOGICAL PROGRESS MADE IN OCEANOGRAPHIC RESEARCH

Port Louis LE MAURICIEN in French 24 Aug 81 pp 1, 4

[Text] Since the mission of the research vessel Gaveshani proved a success, India has become a member of the small group of privileged countries with the technology needed to collect polymetallic nodules from the ocean bottom and to plan to utilize them on an industrial level.

It will be recalled that this Indian oceanographic vessel called at Mauritius during its scientific cruise, headed by Dr S. Z. Qasim, director of the National Institute of Oceanography (NIO) based in Goa, assisted by some 15 other scientists. The first sample of nodules was collected by the Gaveshani on 26 January 1981, from a depth of 3.6 km in the Indian Ocean.

The other countries which have the technology needed to collect nodules at such depths are the United States, the Soviet Union, Great Britain, Japan, the FRG and France. Other countries are working to join this "club" since the fact that the ocean depths contain vast deposits of polymetallic nodules was confirmed.

This technology should be of interest to the island of Mauritius, which has a vast ocean territory in its exclusive economic zones, despite the fact that the Chagos archipelago as well as Tromelin Island are no longer under Mauritian control for well-known reasons. The research done by the Gaveshani has, moreover, aroused the interest of the Mauritian authorities, to judge from the warm official welcome given its crew when the vessel called at the port of Port Louis. A sample has even been sent by Mauritian researchers to the University of Mauritius.

The nodules are objects whose varying form leads them to resemble potatoes. They are found at depths ranging from 3.5 to 6 km. According to estimates made to date, the deposits of these nodules on the bed of the Indian Ocean may cover an area of 10 million square km, representing the richest reserve of ocean nodules known except for that in the Pacific Ocean.

The color of the nodules varies from dark gray to black. They contain heavy concentrations of various metals of importance to industry, including copper, nickel and cobalt. To date, apart from the research done by the Gaveshani, no major effort has been undertaken to study the deposits in the Indian Ocean in detail. The research done by the Gaveshani includes studies of the ocean bottom using remote control cameras and the collection of samples by special mechanical means. In this way, the Gaveshani scientists have collected manganese nodules at depths of from 3.6 to 4.5 km.

The nodules found have ranged up to 8.3 cm in size and 200 grams in weight. Their concentration on the ocean bottom is estimated at 1 to 5 kg per square meter, which the Indian scientists regard as a promising indication from the point of view of possible industrial use.

In addition to collecting polymetallic nodules, the Gaveshani has also obtained data on the physics, chemistry and biology of sea beds, which will provide precious information on the impact of future mining operations on the ocean environment at these depths.

With the collection of the nodules by the Indian INO, an Indian project called the "CSIR All India Coordinated Project" has entered its second phase, in the course of which laboratory research will be pursued on mining exploitation.

5157
CSO: 5200/4501

SOUTH KOREAN FISHING VESSEL CAUGHT

Karachi DAWN in English 12 Oct 81 p 3

[Article by Siddiq Baluch]

[Excerpt]

UTHAL, Oct. 11: A South Korean fishing vessel was caught while trawling near Gwadur last month.

The vessel 'Woojung' was apprehended by Pakistan Coast Guards' speed boats and later handed over to Baluchistan's Directorate of Fisheries.

According to official sources, all its 23 crew members, including the master fisherman, Mr Kwon Young, were arrested by the authorities for violating the Pakistani waters near Gwadur.

The officials of the Provincial Fisheries Department impounded its entire eight tons of fish catch which were auctioned for Rs 13,000 in the local market.

The accused persons were produced before the court of Assistant Commissioner, Gwadur, where they were formally charged with violating the Baluchistan Fisheries Ordinance. The Ordinance prohibits fishing or trawling of mechanised boats within the three-mile limit preserved for unmechanised fishing boats of the coastal belt.

The court also imposed a fine of Rs 53,000 on the crew. Later, the South Korean fishing vessel was allowed to leave Baluchistan waters.

MECHANISED BOATS

Fifteen fishing boats, most of them Karachi-based, were also caught for violating the Baluchistan Fisheries Ordinance. These boats were found trawling in the waters reserved for non-mechanised boats of the province.

They were caught trawling in the prohibited fishing zones near Kalmat and Jewani. The crew, including Nakhudas, were arrested by the Coast Guards who handed them over to the Baluchistan Fisheries Department for prosecution.

The Assistant Commissioner Gwadur, imposed a fine of Rs. 200 on each crew, Rs 1,000 Nakhudas (Captain of the trawlers) and impounded the entire fish catch of the fishing trawlers.

The court sentenced all the 15 nakhudas to undergo a jail term of 15 days each.

The court also impounded the entire fish catch of these trawlers which were auctioned for Rs 73,000. These trawlers were caught by the Coast Guards on Sept 28 and 29 last.

The trawlers were: 'Al Lali', 'Al Rahimi', 'Al Hilal', 'Al Moughal', 'Al Hamid', 'Al Rahim', 'Al Bela', 'Al Rashid', 'Al Nauroz', 'Al Karimi,' 'Al Khalid', 'Al Alvi' 'Al Hayder', 'Al Kaka', abd 'Al pindok'.

CSO: 5200/4505

ISLAMIC SHIPPING PACT FINALIZED

Jiddah SAUDI BUSINESS in English No 23, 25 Sep 81 p 13

[Article by Ahmad Shaaban]

[Text]

SUDAN LAST week was the first to sign the statute of the Islamic Shipowners Association sponsored by Saudi Arabia and approved by the Third Islamic Summit Conference in January 1981 in Makkah and Taif. Signing the agreement at the General Secretariat of the 42-nation Organization of the Islamic Conference (OIC) in Jeddah, the Sudanese government representative said that his country strongly backs the project. OIC Secretary-General Habib Chatti noted that the association will boost trade among Islamic countries and help coordinate the OIC members' stance at international shipping conferences.

The association starts operating when 10 OIC member states have signed the statute prepared by Saudi Arabia and finalized at a shipping experts meeting in Karachi last December. Kuwait has made it known that it will sign shortly. The idea of establishing such an association was mooted by Saudi Arabia at the 11th Islamic Conference of Foreign Ministers in Islamabad in 1980. And the Kingdom already announced a $1 million donation for the association during the 12th Islamic Conference of Foreign Ministers in Baghdad (June 1 through 5 this year). Saudi Arabia will also be offering the headquarters in Jeddah and other facilities.

A combination of public- and private-sector shipping companies, the association will be funded by a fixed admission fee of $10,000 and a minimum annual subscription of $5,000 per member. For members with more than 100,000 gross registered tonnage (grt), the subscription will be increased by 20 per cent for each 100,000 grt with a maximum of $10,000.

Creation of the association was prompted by the overall decline in the tonnage of vessels owned by Islamic states, the difficulty of financing ship purchases, and the continued increase in freight rates and surcharges imposed by various shipping conferences without adequate consultation with shipper organizations. The importance of systematic and effective negotiations between the shippers and the conferences on equal footing was stressed at a meeting of a group of shipping experts from Islamic countries in February 1978 at OIC headquarters in Jeddah. The group noted the small share of Islamic countries in world shipping and in the transport of their import/export trade. That share was found well below their 10 per cent target for the second development decade defined by the United Nations as the one ending in 1980. Presently only a small fraction of the trade of Islamic countries is trans-

ported by their own vessels. This, the group noted, is due to the inadequate number of their ocean-going vessels. Developed countries, it was thought, take advantage of this situation to exploit Islamic countries through repeated increases in freight rates and by earning huge amounts in foreign exchange through such cargo. The group felt that by mutual cooperation OIC member states could not only reduce the cost of sea transport, but also boost export trade and save hard currency.

Among the recommendations of the group was that when trade cannot be carried by the vessels of a member state, it should if practical be given to ships of another Islamic country. Trade between two member states should preferably be carried by their own vessels on shared basis, or at least using vessels of a third Islamic country. For carrying cargo to and from third countries, preference should be given to member states and ships carrying Islamic flags.

The Islamic countries should evolve a common strategy for meeting restrictive practices which the developed countries indulge in. Most favored nation treatment should be given to vessels of member countries. While employing trained manpower, member states should be given preference to each other. The member states should expand training facilities and share them for their mutual benefit. Shipbuilding and repair facilities should be expanded.

Islamic countries should aim toward having joint conference lines. Initially, Islamic countries should form conference lines on bilateral and regional bases. Later on, these conference lines can be linked up to form a conference system, covering all Islamic countries. Islamic countries should set up joint shipping companies and introduce coordinated freight rates; and shipping companies of Islamic countries should act as shipping agents for each other.

The new association should organize maritime conferences among its members and establish procedures to ensure transport quotas to the members according to the code conduct of the United Nations Conference on Trade and Development (UNCTAD). It will develop periodical, regular cargo and passenger services among member states' ports and other ports. It will also advise member states on rules with respect to loading, unloading, cargo changes and related procedures in order to improve and standardize them.

Another function of the association will be to suggest and advise the member states on administrative matters and create and develop maritime codes for greater efficiency in maritime transport. This can be done in cooperation with specialized Islamic institutions. The association will also conduct studies and research in the various maritime transport disciplines and communicate the results to members to raise their technical standards in operating transport services. It can provide assistance in the exchange of technical services and maritime maintenance operations among companies of member states to raise the efficiency of their fleets.

It can also help formulate joint plans to develop these fleets and procure the types of ships appropriate to the trade of each country. The association will moreover extend assistance to members in maritime safety, marine pollution, maritime laws and marine insurance to bring them in line with international laws and regulations. It can also encourage members to deal, as a unified group, with unions and Islamic and international bodies operating in the field of maritime transport. In this way, members can participate more effectively in international seminars.

CSO: 5200/4702

COMPANIES DEPLORE COMPETITION OF KOREAN SHIPS

Port Louis LE MAURICIEN in French 19 Aug 81 pp 1, 4

[Article: "Deep-sea Fishing--Salvaged or Shipwrecked?"; passages enclosed in slant-lines printed in boldface]

[Text] The government and the local companies study stimulative measures.

/Must the Koreans, who fish in our territorial waters and then come to sell our own fish back to us, be thrown out in order to stimulate the Mauritian fishing industry, which is currently experiencing serious difficulties? To this pertinent question the leaders of seven local fishing companies responded affirmatively in a joint memorandum handed to the government this week.

It is important to emphasize that the local companies prepared this memorandum at the express request of the Ministry of Fisheries. As a matter of fact the minister for fishing, Iswardeo Seetaram, has met on two occasions, within a 2-week period, with the directors of local fishing companies, to whom he made no secret of the government's concerns over the decline of this industry./

In their memorandum the directors of the Mauritian companies also demand, among other stimulative measures, a rise in the selling price of fish caught off the reefs (bringing it to 20 rupees per kilo for the producer) and the installation of facilities for fishing on St Brandon.

Only under these conditions could Mauritius succeed in limiting the losses in the fishing sector, according to the Mauritian companies.

The Mauritian fishing companies which signed the memorandum are the /Cie de Peche Mauricienne Ltee, Inter Island Fishing Co Ltd, Fishing Enterprises Ltd/ (currently in liquidation), /Mauritius Fishing Development, Talbot Fishing Co Ltd,/ and /Palma Fishing Company./

The local companies' memorandum starts out with an analysis of the causes for the decline of the deep-sea fishing industry and its disastrous financial situation. These causes, according to the companies, are: (1) too low prices offered to the producers (the companies) for the purchase of their catches; (2) production and operating costs; (3) the high cost of handling in the port and administrative expenses; (4) the activity of the Korean ships; (5) the absence of infrastructures on St

Brandon; (6) the lack of commitment on the part of the government; (7) the low productivity of the Mauritian fishermen and poor industrial relations; and, finally, the bad weather (the off-season in winter, and the cyclones).

The competition from the Korean trawlers against the local industry is commented on at length by the Mauritian companies. The Koreans are accused of flooding the Mauritian market with their catches, which they resell at low prices to two local wholesalers, in order to discourage the competitors. The policy designed to permit foreigners to fish in Mauritian territorial waters is, according to the local companies, "disastrous" both for our resources, which are "plundered," and for our foreign currency reserves. The local companies point out that the Koreans are paid in American dollars. This being the case, it would have been more profitable, the Mauritian companies explain, for the country to import the fish and pay for it in foreign currency units, rather than to buy our own fish with foreign currency. That would at least have permitted the country to keep its resources intact.

The local companies also plead for the lifting of the import duties on spare parts for the boats and on certain gear classed in the semideluxe category. Such a measure would permit modernization of the boats in order to brave the sea more effectively.

The Mauritian deep-sea fishing industry is also seriously affected--still according to the companies--by the lack of infrastructures on St Brandon, which is supposed to be the fishing center for the reefs of Nazareth, Saya de Malha and Soudan. If a landing strip were laid out there, dormitories installed and communication facilities established, valuable time and considerable sums of money could be saved by the local companies, which would then gain in efficiency.

We learn that Minister Seetaram stated, in the course of his discussions with the company leaders, that he was "anxious" about the growing number of Mauritian fishing boats which remain at anchor at the Bell Buoy in Port Louis, "instead of taking to sea."

In order to change this situation, which is so unflattering for a country surrounded by water (a maritime economic zone of 200 miles), the government will also have to legislate once and for all--according to the companies--in order to improve relations between fishermen and company management, on the one hand, and, on the other, to permit the Mauritian companies exclusively to develop our marine resources.

Will the government have the willpower to take the necessary measures?

9719
CSO: 5200/5600

END

JPRS 79505

23 November 1981

Worldwide Report

LAW OF THE SEA

No. 176

FBIS FOREIGN BROADCAST INFORMATION SERVICE

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23 November 1981

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LAW OF THE SEA

No. 176

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FINNISH-SOVIET FISHING ACCORDS REACHED

PM111159 Helsinki HUFVUDSTADSBLADET in Swedish 6 Nov 81 p 21

[Text] Next year Finnish fishermen will be able to fish 35 tons of salmon in Soviet waters in the Gulf of Finland. A total of 15 vessels will be allowed to fish simultaneously.

Soviet fishermen will be able to fish a maximum of 3,600 tons of Baltic herring and 900 tons of sprats in the Finnish fisheries zone in the northern Baltic, with a maximum of 25 vessels fishing simultaneously.

This was agreed between the two countries in negotiations in Helsinki. The protocol for next year's fishing arrangements was signed Thursday [5 November].

At the same time a fisheries agreement of a permanent nature was also signed between Finland and the Soviet Union. It was signed for Finland by Minister Veikko Saarto, who deals with fisheries questions in the Finnish Government, and by First Deputy Fisheries Minister Nikolay P. Kudryavtsev for the Soviet Union.

The present agreement, which expires at the end of the year, is valid for 5 years. The intention is that the new agreement will come into force at the beginning of next year.

According to the agreement the two countries will hold annual negotiations on fishing in their respective zones. Then the two sides will decide on the other side's catch quotas, fishing seasons, the number of fishing boats, fishing tackle and, if necessary, areas in which to fish.

Practical and scientific problems will be discussed by a joint committee. There has been a similar committee under the terms of the present agreement.

The agreement also includes regulations regarding fishing vessels and their activities and on compensation for possible damage.

CSO: 5200/2010

OIL EXPLORATION RESULTS IN GIPPSLAND BASIN PROMISING

Canberra THE AUSTRALIAN in English 2 Oct 81 p 15

[Article by Brian Hale]

[Text]

THE Hudbay Oil (Australia) led group exploring the offshore Gippsland Basin has found encouraging hydrocarbon shows in the first well of its new program.

But the value of the find still is not clear, despite apparently optimistic comments by the Victorian Minister for Minerals and Energy, Mr Crozier, yesterday.

Hudbay, which has an equal stake in the offshore P11 permit with Beach Petroleum NL and Gas and Fuel Exploration NL said the West Seahorse No 1 well had produced hydrocarbon indications over the interval 1393m to 1440m.

The depth of the interval indicating hydrocarbons is regarded as promising, but the apparent lack of coring by the explorers may indicate that extremely thin sands have made it impossible to take a core.

If so, the strong initial indications could prove to be of little significance. The companies have adopted a cautious approach, saying the significance of the indications would be determined in due course by logging and if warranted, by formation testing.

But Mr Crozier said faith in the Gippsland Basin area was "clearly justified by the significant discovery in West Seahorse".

Other explorers would be encouraged by the announcement, which augured well for the success of drilling programs now being carried out by Esso-BHP and those projected for next year by Aquitaine, Phillips and Shell, said Mr Crozier.

The Hudbay well is about 5 km from the seahorse well drilled by Esso-BHP some time ago--which also produced hydrocarbon shows--and is not far from the site of another well in the area planned by Esso-BHP in its present program.

It is not known when the big Bass Strait partners will get to their site, but they reported yesterday that the Southern Cross drillship, now conducting their 30-well program, had resumed drilling at Palmer No 1 after plugging and abandoning the Bream No 4A well.

CSO: 5200/7507

INDIAN OCEAN COMMISSION REPORTED UNDER STUDY

New Delhi PATRIOT in English 3 Oct 81 p 5

[Text]

VISAKHAPATNAM, Oct 2 (UNI)

THE Union Government is considering setting up an Indian Ocean Commission shortly, according to Additional Secretary in the Department of Ocean Development K Saigal.

Mr Saigal told newsmen here yesterday that the Centre had formulated a national policy for science and technology. He hoped it would be made public by the end of the year.

Dr G S Sidhu, Director-General of the Council of Scientific and Industrial Research (CSIR), who was also present at the news conference, said the CSIR was planning to mine at least 100,000 tonnes of nodules from the seas by 1985.

He said India was anxious to improve its deep sea mining technology. As part of these exercises, the first of four seminars on ocean development is being held here from yesterday.

Dr Sidhu said the Visakhapatnam seminar would address itself to the available facilities for education, including research and training, in ocean development in the country. This would be followed by a seminar at Goa from 17 to 19 October, which would concentrate on the exploration and exploitation of non-living sea wealth (minerals).

Another seminar would be held on 6 and 7 November at Cochin, on the living wealth of the seas.

CSO: 5200/7003

ROY STRESSES NEED TO GUARD OFFSHORE WEALTH

Calcutta THE STATESMAN in English 29 Sep 81 p 3

[Text] Vice-Admiral M. K. Roy, Flag Officer Commanding-in-Chief, Eastern Naval Command, said in Calcutta on Monday that Indian Navy's forces in the Andaman and Nicobar Islands had been strengthened to push back any attempt to encroach on India's territory or off-shore economic wealth. Naval installations in the area had been improved and amphibious exercises had been carried out.

Vice-Admiral Roy was addressing officers and sailors at the INS Netaji Subhash, the Navy's shore establishment in the city. He reminded the sailors that India was a peace-loving country, but an inch of its territory would not be given up without challenge.

Later, talking to reporters, he said that Pakistan was modernizing its Navy. It was acquiring a number of missile carriers and submarines. He stressed the need for expansion of the Indian Navy to perform better in peace as well as in war.

He said that the Navy needed more vessels to guard the country's off-shore economic wealth. Poaching was a regular phenomenon specially near the Sandheads. Naval ships carried out frequent raids in the areas. But, he emphasized that the Navy must be backed by appropriate legislation regarding protection of off-shore wealth to function more effectively. Vice-Admiral Roy was given a guard of honour at INS Netaji Subhash.

CSO: 5200/7002

BRIEFS

NEW COAST GUARD SHIP--Bombay, Sept 26 (PTI)--The launching of the first off-shore patrol vessel, built by the Mazagaon dock for the Indian Coast Guard, was a significant step taken for building up of its fleet, Vice Admiral S. Prakash, Director-General of the Coast Guard said here today. Speaking at a function where Mrs Satya Mehra, wife of the Maharashtra Governor launched the vessel and christened it 'Vikram'. Vice Admiral Prakash said there were two more such vessels ordered with the Mazagaon dock, expected to be delivered in 1983-84. He said in the 10-year plan of the Indian Coast Guard beginning 1978--the year of creation of the Coast Guard by an act of Parliament--the fleet was expected to rise to 60 ships, 30 aircraft and 15 helicopters. By the end of the first five years, the Coast Guard already had 15 ships. [Text] [New Delhi PATRIOT in English 27 Sep 81 p 5]

CSO: 5200/7001

FISHING COMPANIES SEEK TO REPLACE FOREIGN JOINT VENTURES

Super Seiners Ordered

Auckland NEW ZEALAND HERALD in English 6 Oct 81 p 8

[Text]

The Ministry of Agriculture and Fisheries anticipates no problems in granting an import licence to an Auckland fishing company for a new super seiner to replace the Sanbenito, which sank off Tauranga about a week ago.

Sanford Ltd has applied for permission to import a new craft before the skipjack tuna season starts at the end of next month.

A ministry spokesman said yesterday that the application was "an exceptional case" and no great problems were anticipated.

Joint Ventures

The ministry is now handling a rush of applications from local fishing companies wishing to import large craft, but it said no decisions on the others would be announced until all the applications had been processed.

The applications are mostly for trawlers to replace many foreign joint-venture craft.

Some of the country's largest fishing companies started the ball rolling over a month ago by applying for big new craft, and now most companies dependent on foreign joint ventures for some of their catches have followed suit.

The liaison officer for the New Zealand Federatation of Commercial Fishermen, Mr Ian McWhannell, said many of the companies realised they had to get their own craft because joint ventures could be folded up.

The ministry called some months ago for submissions from all sections of the fishing industry on the future development of the industry and joint ventures.

The Government has yet to decide on the future of joint ventures, as far as trawl fishing is concerned.

Squid joint ventures with mostly Japanese squid jigging boats will go ahead as usual this year although there is not expected to be a great deal of Japanese interest because its home market is saturated.

The ministry's next decision will be on how skipjack tuna is to be fished this summer.

The past practice has been to allow some American joint-venture super seiners and give local tuna boats exclusive catching rights within the 12-mile territorial limit.

Exclusive Zone

There have been squabbles over this arrangement from both camps and a ministry spokesman said it would be unable to keep everyone happy when it set the terms again this season.

New Zealand companies, using locally owned and manned boats, have been seeking a larger exclusive zone and claim there is no place for foreign super seiners in New Zealand waters.

Decisions on foreign trawl joint ventures may have wide ramifications for the large Russian fishing fleet in these waters.

Many of these deep-sea fishing ventures now stand right in the path of progress being pursued by many local fishermen.

The demise of Russian joint-venture fishing could also be hastened by concern across the Tasman from Australian fishermen who have complained at the extent of Russian-caught New Zealand fish which is being exported.

Import Delays Foreseen

Auckland NEW ZEALAND HERALD in English 12 Oct 81 p 18

[Text]

Fishermen wanting to import new deepsea trawlers may have to wait until April to get their boats because the Ministry of Agriculture and Fisheries has been swamped with import applications.

The director of the ministry's management division, Mr Brian Cunningham, said the import scheme had "gelled" much sooner than expected.

Applications have been received for about 13 boats with a value of about $35 million, but not all are regarded as viable propositions.

Mr Cunningham said if all the applications were approved it would place too much pressure on the resource. The new boats should be phased in progressively when annual catch quotas were established.

Foreign joint-venture craft will have to make room for the new local deepwater trawlers. Mr Cunningham said the fin fish joint-venture agreements ran out on March 3.

For that reason it was unlikely anyone would get new deepwater trawlers before Christmas, he said.

Some companies, notably the Fletcher Challenge group, had hoped to get its own deepsea craft as soon as possible.

It has been estimated 50 foreign-venture craft could be affected by the so-called localisation plans for trawling.

Mr Cunningham stressed that the problem was essentially one of trying to phase in new boats and take into account annual catch allocations.

It is understood the combined capacity of the new boats sought by local fishermen amounts to about 50,000 tonnes of fish a year.

Fishing industry sources suggest it would be practical to phase in a few new deepsea trawlers each year without creating much strain.

The industry has already expressed concern that the principle of serving the local industry first may be waived a little for fear of offending the major foreign nations engaged in joint-venture fishing.

Japan, in particular, repeatedly asked New Zealand to consider the problem it faces in reducing the size of its deepsea fishing operations as a result of the creation of 200-mile zones.

Three Constraints Cited

Auckland NEW ZEALAND HERALD in English 19 Oct 81 p 8

[Text]

The Ministry of Agriculture and Fisheries believes New Zealand fishermen cannot hope to replace all the foreign joint-venture craft and make a profit.

The ministry estimates that a cut of about 25 per cent in all joint-venture catches would be necessary to achieve profitability in the type of fishing that joint-venture companies are doing.

All foreign joint ventures must be reviewed before March 31, and local companies have already flooded the ministry with applications to import new deep-sea boats to take over.

The ministry believes much of the joint-venture fleet in now working at a loss and rationalisation is already taking place.

Even so, it would cost up to $180 million to buy New Zealand-owned boats and equipment to replace the chartered trawl fleet.

Working Needs

So far, local companies have applied for import licences to introduce about $35 million worth of deep-sea craft to take over from foreign joint ventures.

The extent of foreign investment in the industry has yet to be assessed but the ministry says that funds called up by most joint-venture companies are sufficient only to meet the working capital needs.

There has been little or no investment in fixed assets.

There are three major constraints on further expansion by the local industry: The high level of investment required — a total of about $180 million to take over from joint ventures; inadequate marketing facilities and a shortage of local skilled deep-sea fishermen.

More Stocks

The ministry says better marketing could substantially improve the return to New Zealand fishermen from improved quality, market assessment and presentation.

The potential value of the 200-mile zone has increased, particularly with the rapid development of orange roughie stocks on the northern side of the Chatham Rise. Exploratory fishing has revealed the possibility of more stocks.

Coastal demersal (bottom-schooling) fish catches continued to decline last year, even though the catching effort continued to increase.

Snapper was the most important wet fish landed by New Zealand fishermen, accounting for 14.5 per cent of all wet-fish landings.

The ministry notes that, of all the country's primary industries, fishing was worst hit by cost inflation and the economic recession in principal markets, but production and export returns continued to increase.

About 110,480 tonnes of fish were exported last year, worth $162.4 million. That was a 20,000-tonne increase on the previous year.

CSO: 5200/9069

BRIEFS

VESSEL POLLUTION CONTROL--Government backbencher Mr Henry Forde has called for policing of the south coast by the Coast Guard to prevent ships from discharging oil into the sea. The MP for Christ Church West told the House of Assembly on Tuesday that damage to marine life on the south coast was due not so much to sewerage problem as to the dumping of oil in the waters. He said that a reef barrier in some areas of the coastline have been destroyed by this practice. Mr Forde said that this was one of the reasons why the Opposition should join with Government in welcoming the upgrading of the Coast Guard service. The existing Coast Guard vessels were incompetent even in providing an adequate defence, far less surveillance, he said. If Barbados was serious about preserving its marine life and coastline, he said, then much would have to be done to improve the Coast Guard. The former Attorney General told the House of Assembly that this would cost money and it would be nonsensical to make the public believe that a proper Coast Guard service was not necessary or that the cost of such upgrading would not have to be borne by the taxpayers. "Barbadian politicians have got to the stage of wooing the electorate by pretending projects cost nothing. Politicians must learn to tell the public the truth. They must tell them what is being done and what the consequential cost will be," he said. "We cannot afford in this day and age of economic crisis because of recessesion to pretend that this country can escape any of its effects," Mr Forde said. [Text] [Bridgetown ADVOCATE-NEWS in English 1 Oct 81 p 2]

CSO: 5200/7506

MINISTER EXPLAINS COUNTRY'S MARINE RESOURCES POLICY

Guatemala PRENSA LIBRE in Spanish 5 Oct 81 pp 8, 92

[Text] Guatemala is modernizing itself to take the lead with other nations in protecting our marine resources as an answer to domestic food needs, stated Agriculture Minister Francisco Bobadilla Palomo.

Bobadilla said that, in accordance with the national development plan, the government is committed to developing an industry originating in marine resources and those of other bodies of water, based on experiments and facts that, he added, confirm the need to promote a better technology that will include recommendations on quantity and volume of coastal traffic and depth of fishing, besides specifications on fishing equipment, such as mesh and other items, and on the boats that are used in this type of operation.

"The marine resources of our country, on which depend and which will constitute in the future the most valuable sources of animal life and of national wealth," said Bobadilla," have, for 3 months, been the object of better inspection and distribution."

"In view of this," Bobadilla said, "since these resources are the object of exploitation, the state has the obligation to look after the supervision of these food sources.

"Inspection of the fishing zones on an international level in what concerns Guatemala must be, as we have already said, a constant concern in order to achieve a balance of these resources. Only in this way will we be protecting the wealth of marine animal life, at the same time that we will be promoting in a more technical way the use of those species that must be developed in order to increase the percentage of food of animal origin and rich protein value for the Guatemalan people."

Bobadilla added that the new conduct in this sphere of activity includes prohibited zones and seasons.

"For this reason," he concluded, "the Ministry of Agriculture is sure that the source of marine resources will never be jeopardized. Very much to the contrary. Guatemala already is progressing in this regard as a provision for joining with other nations that have found in the sea the answer to domestic food needs and strengthening of their economy by exporting marine products."

9545
CSO: 5200/2005

SEMINAR DISCUSSES ARBITRATION OF MARITIME DISPUTES

Casablanca MAROC SOIR in French 1 Oct 81 pp 1-2

[Text] The Moroccan Chamber of Maritime Arbitration held a seminar on maritime arbitration in Casablanca 25-26 September 1981 under the sponsorship of the prime minister and minister of justice. Participants included the most eminent international experts in maritime law: Dr Stoedter, president of the International Maritime Arbitration Organization, Dr Trappe of Hamburg, Dr Barclay of London, professors Bonassies, De Grancourt, Du Pontavice, and Villeneau of France, Dr Kijffels of Anvers, and Mr Baroudi of Beirut. They clearly expressed their interest in the guiding international role which the Moroccan Chamber of Maritime Arbitration has played on the African continent and in the Arab world.

The president of the Moroccan chamber, Driss Dahak, director of the National Institute of Judicial Studies, chaired the proceedings and debates of the seminar, which assembled all our country's legal and maritime personalities.

In his opening speech, the prime minister and minister of justice stressed the current importance and value of arbitration in maritime issues, and noted that the role of the Moroccan chamber is part of His Majesty the King's proclaimed policy. The prime minister's speech, read by Mr Mikou, was as follows:

The proliferation of means of communication among continents, the increase in number of international agreements, and the development of international and multinational corporations have enabled the expansion of international markets.

"As a result, there has been an increase in the number of litigations, particularly maritime, concerning navigation, freight transport, fishing, and marine insurance.

"To resolve these disputes, the organizations concerned, both public and private, as well as individuals, are reluctant to cite the legislation of a particular country, in order to avoid coming into conflict with that of other countries. The caution of international law on this area, and the absence of civil law rulings have promoted the emergence of a new body of law based on practices and customs of the profession and principles of equity.

"The result of this situation is that an arbiter appears best able to resolve such litigations, and this is why maritime arbitration is such an important field of arbitration in general. Islam has always been interested in problems of the sea and arbitration. Several Koran verses deal with it. God regards use of the

sea as an inseparable part of human life. On the subject, we find this among other Koran verses: 'We honored the children of Adam. We carried them over the land and sea.' Travel of ships is also regarded as beneficial to humanity: 'The vessel which roams the sea to bring useful things to man...More specifically on arbitration: "If you fear a split between the two parties, call on an arbitrator..."

Arbitration in general, and maritime arbitration in particular, are regarded as fundamental elements in application of equitable justice and preservation of maritime benefits. Arbitration is an integral part of justice, and arbitrators are its assistants who work in the interest of national and international maritime trade on the one hand, and relieve the overburdened court officials on the other. They issue arbitration decisions which will be endorsed and implementation assured by the court officials.

If a certain juridical void has prompted the emergence of arbitration, this situation results from our society's inability to develop special legislation which can be applied equitably to all countries having the same concept of justice.

Morocco opens onto the Atlantic, the Mediterranean, and the important Strait of Gibraltar, and has almost 3,000 kilometers of coastline. It has maritime ambitions and major projects such as the permanent link between Africa and Europe announced by King Hassan II. Morocco has great maritime potential and wealth, particularly in fish resources, and it is open for sea trade to the entire world. A country with such assets thus has responsibility to be a leader in such initiatives as formation of the Moroccan Chamber of Maritime Arbitration, after having encouraged arbitration on the national and international level. Thus, the country was one of the first to ratify the international agreement of 10 June 1958 in New York on recognition and implementation of foreign arbitration decisions. The agreement became effective in 1959. Morocco also ratified on 22 April 1970 the Hague convention of 1 March 1954 on civil law procedure. On the national level, the civil law procedure code contains 22 articles (art 306 to art 327) governing arbitration. The implication of these provisions is to encourage arbitration, especially since it is based on rules of equity without reference to juridical ruling to which the parties from then on consent. (art 317)

Furthermore, there is no appeal of the arbitration decision, and the decision can be issued in execution form by simple order of the president of the court of first instance. (art 320)

Our purpose in organizing this occasion, with participation by eminent foreign professors, specialists in the field, as well as Moroccan professors and experts experienced in maritime affairs, was to encourage the recently created Moroccan Chamber of Maritime Administration. We hope that its role will not be limited to our country but extend to others, Arab and African in particular. We hope also by example to persuade fellow developing countries to form their own chambers of arbitration.

The road we follow, and that laid out by our enlightened guide, King Hassan II, is in the direction of obtaining for Morocco and the developing countries their deserved role in maritime affairs. On several occasions his majesty has affirmed that Morocco is in favor of participating in the development of non-coastal African states by joint exploitation of the maritime wealth of the more favored countries.

9920
CSO: 5200/5001

MINISTERS COUNCIL APPROVES MARITIME LAW PROJECT

Dubai AL-BAYAN in Arabic 27 Oct 81 p 4

[Article: "Council of Ministers: Agreement on Law of Sea Project for Supervision, Inspection, Regulation of Ship Registration"]

[Excerpt] The Council of Ministers agreed on a report issued by the Ministry of Communication regarding the state's law of the sea project.

The law is aimed at bolstering domestic and foreign trade by developing a modern fleet which would carry the state's flag.

The law regulates ship registration, the supervision of cargo and inspection and identification of ships. It also regulates steps to be taken in the event a ship and its cargo are sunk as well as material claims concerning the cargo, priority rights for the ship, maritime liens and impoundment of ships.

The Council of Ministers also agreed that the United Arab Emirates should join the Islamic Shipowners Union and it approved the basic organization of the union which was established by decision of the third Islamic summit conference.

The union seeks to coordinate and unify the efforts of member countries to achieve cooperation between maritime transport companies in Islamic countries. It also seeks to utilize the capabilities of the countries' fleets in the interests of these countries and to provide advice and support to such countries in international maritime matters. In such a matter the Islamic world and the rest of the world will be connected by a complete maritime shipping network.

CSO: 5200/4703

DETAILS ON TUNA FISHING AGREEMENT WITH SPAIN

Praia VOZ DI POVO in Portuguese 7 Oct 81 p 12

[Text] Support from Spain for the protection of our maritime species, research and protection in the field of stocks, especially in relations to tuna, will be our gains in an agreement signed with Spain by Minister of Economy and Firance Lopes da Silva and the Spanish Government during this official's visit to this country.

A Spanish fleet of 20 boats will fish for tuna in Cape Verdian waters, the minister stated, adding: "This agreement with Spain is within the framework of our policy to take advantage of our strategic position on the eastern Atlantic [as published] and in an area where schools of tuna travel.

"To attract boats to S. Vicente and fully utilize our cold storage facilities and shipyards, which are in their completion phase, we are practicing a policy aimed at attracting fleets.

"One of the incentives we can offer these fleets is to authorize them to fish beyond the 12-mile limit of territorial waters, in accordance with standing legislation. On the basis of this fishing agreement, we shall authorize 20 tuna boats to fish in our waters and there will be a program on the part of Spain to protect the various species, to conduct research and practice conservation in the field of stocks. We shall thus be receiving the assistance of a country with the largest fishing fleet in the world. Spain being a country that depends on tuna, it is fully conscious of the need to conserve the various species."

In relation to the agreement and to tuna, the minister added: "There are certain people who are somewhat fearful of a fishing agreement, but the truth is that tuna must be considered from an all-encompassing point of view. Tuna is a migratory species, and if we would not authorize tuna boats to fish for tuna in our waters, they will go ahead and fish for it somwehere else. There are no tuna reserves belonging to Cape Verde or to other countries. There are stocks of this fish. But there should be concern to conserve the species and offer the necessary conditions for its multiplication. Spain is the kind of partner that is very interested in this subject."

GSO: 5200/5611

FRENCH FISHING INDUSTRY COOPERATION REPORTED

Victoria NATION in French 16 Oct 81 pp 1-2

[Text] The French vessel "Yves de Kerguelen," a tuna seiner-freezer (specializing in seine fishing) specially equipped for research and with a helicopter on board, will conduct an experimental run of at least 6 months in Seychelles waters.

Yesterday morning, the Seychelles Government gave its approval to the French Consortium for Fishing Development (COFRE-Peche), owner of the vessel. The consortium was designated by the French Ministry of Fishing to head the tuna run, in keeping with the agreement made on 24 March between the two government for cooperation in the field of tuna fishing.

The financial backing for the run is divided equally by the French consortium and the French Ministry of Fishing. A total of 16 million French francs (18 million Seychelles rupees) have been allocated for the venture, which enjoys maximum privileges from the Seychelles Government for the duration of the season, a national contribution to the success of the operation.

The "Yves de Kerguelen" will leave the port of Dakar (Senegal) on 24 October and enter Seychelles waters around mid November.

Launched in 1980, this modern boat is 70 meters long and has a freezing capacity of between 600 and 800 tons, depending on the size of the fish.

During the run, to be conducted in close cooperation with the Division of Fishing, it will have the scientific aid of ORSTOM [Overseas Scientific and Technical Research Office) and the support of a prospecting plane for 2 months.

The agreement protocol was signed on Thursday morning by the minister of planning and development, Maxime Ferrari, and M. Raynaud, president of COFRE-Peche, on behalf of France. The ceremony was also attended by Minister St Ange, French Ambassador Francis Dore and their close aides.

Speaking on the occasion of the signing, Minister Ferrari emphasized the importance of the fishing sector to the country's economic development and the priority that it must be given.

He stressed the significant contribution of the Seychelles to this coming tuna run and expressed the hope that its success will lay the foundations for continued cooperation in the field of tuna fishing.

Measuring the responsibility which this new battle entails, the president of COFRE-Peche said that the new undertaking would be faced with modesty and caution, with the objective of providing every opportunity of success.

For his part, the French ambassador noted the partnership of fishing professionals in this cooperation venture which, as it shapes up today, is a contribution to development and success, confirming the choices made by the Seychellois. (SAP)

11,464
CSO: 5200/5608

BRIEFS

FISHING RESEARCH--Victoria, 15 Oct--France and the Seychelles today signed an agreement on a three million-dollar research programme into net fishing in local waters. Under the agreement the French fishing consortium Cofrepeche on behalf of the French Government will carry out a six-month programme from next month designed to find the best methods of exploiting the abundant fish resources in the Seychelles, especially tuna. Cofrepeche will use a specially equipped fishing vessel and a helicopter, and will be helped by the French research organisation ORSTOM. Earlier this year four modern French tuna boats sent to the Seychelles as an experiment failed to catch fish in commercial quantities. (A.F.P.) [Text] [Paris AFRICA AFP in English 16 Oct 81 p 30]

TERRITORIAL WATERS PROTECTION--The Seychelles People's Navy has added another fast patrol boat to its fleet guarding the country's exclusive economic zone. This vessel was handed over to Seychelles at the weekend as a gift from the Soviet Union. At a ceremony at the New Port, Defence Minister Mr Ogilvy Berlouis accepted the boat after signing an agreement aboard with the Soviet Assistant Economic Advisor, Mr Arkady Tchiriatnikow, who is based in Madagascar. The handing-over ceremony was in the presence of members of the Defense Forces Council, other senior officials of the Seychelles People's Defense Forces and members of the Soviet Embassy. Minister Berlouis, who said the patrol boat would provide additional protection to our fishing grounds against poachers, later sailed it for a while off North Mahe. The navy already has other patrol boats from France and Britain. Second Lieutenant Leonard Lablache is commanding the vessel. [Text] [Victoria NATION in English 19 Oct 81 p 1]

CSO: 5200/5610

SOVIETS SIGN NEW FISHERIES DEVELOPMENT PACT

Freetown DAILY MAIL in English 14 Oct 81 pp 1, 8

[Text] A new fisheries protocol agreement which will be of mutual and immense benefit to both Sierra Leone and USSR was signed in Freetown yesterday.

The agreement was signed after the Fifth session of the Joint Sierra Leone and USSR Fisheries Commission.

The Agreement among other things will provide for a joint trawler fishing in the Sierra Leone waters and will also cover scientific management of fisheries resources.

It will also consider the training of personnel on various aspects of fisheries and explore possible target areas for the development of fishing for the next one year.

In a brief address, the Minister of Natural Resources, Mr K. C. Gbamanja who signed on behalf of Sierra Leone, described the Commission's deliberations during the past one-week as a worthwhile job.

The leader of the USSR delegation, Mr V. Kryznevski described their deliberations as a very serious venture which would ensure the future development of both countries when implemented.

The signing of the documents was also witnessed by the USSR Ambassador in Sierra Leone, Mr Alexander Vorozhtsov; the Permanent Secretary Ministry of Natural Resources, Mr C. D. Williams; the Managing Director Sierra Fisheries, Mr Jamil Sahid Mohamed and Senior officials of the Ministry of Natural Resources and Sierra Fisheries.

CSO: 5200/5607

GREENLAND, FAEROES AGREE ON FISHERIES TEST

Godthab GRONLANDSPOSTEN in Danish 30 Sep 81 p 14

[Article by lip]

[Text] For the first time, Greenland has been awarded an ammassat fishing quota off the east coast and the government has decided to use it for test fishing.

The Trade Directorate in this instance followed a proposal submitted by the Greenlandic Shipowners' Association (AAK), which earlier sought permission to manage this fishing.

AAK has signed an agreement with the government whereby the Shipowners' Association will administer the entire quota of 30,000 tons and deposit the profits in a closed account. Money from this account can only be withdrawn with the consent of the government and shall be used for further test fishing.

The original idea was to have AAK charter the necessary fishing vessels. However, to avoid the financial risk, it was decided to lease the quota to Faeroese trawlers. They will pay AAK 2 ore per kilogram of ammassat.

Furthermore, the government has stipulated that Greenlanders should have an opportunity to learn this fishing. AAK has therefore requested that the Faeroese fishing vessels be manned with Greenlanders.

It is unusual to lease EEC fishing quotas to nations outside the EEC, but the Danish foreign ministry has approved the arrangement, partly because Greenlanders are "apprentices" and partly because the Faeroes is part of the Danish community.

8952
CSO: 5200/2006

SWEDEN INTENDS TO EXCLUDE DANISH FISHING IN TERRITORIAL WATERS

Copenhagen BERLINGSKE TIDENDE in Danish 19 Oct 81 pt III p 1

[Text] Sweden is threatening to prevent Danish fishermen from fishing in Swedish waters. It is also considering levying a 15 percent duty on imported Danish fish filets and canned fish products valued at a half billion kroner annually.

This is in response to a decision by the EEC fishing ministers to abolish the duty-free status on herring sold to EEC countries.

Sweden's agricultural ministry is demanding that the EEC reverse its decision. Department Secretary Tore Gustavsson told Ritzaus Bureau that Sweden may be forced to cancel its fishing agreement with the EEC.

"The reason Sweden made unilateral accommodations with respect to EEC fishing products was continued duty-free exportation of Swedish herring to Denmark, among other things. That reason has been eliminated by the EEC decision," said Tore Gustavsson.

Fishing Minister Karl Hjornas' response to this was that upcoming negotiations may well lead to continued duty-free arrangements.

"The decision will not take effect until March 1982 at the earliest and the EEC Council of Ministers has passed a resolution making it possible to suspend the duty should it be impossible to obtain raw materials in sufficient amounts and of sufficiently good quality from within the EEC nations."

8952
CSO: 5200/2006

AGREEMENT WITH EC ALLOWS DANISH FISHERMEN TO RETURN TO NORTH SEA

Copenhagen BERLINGSKE TIDENDE in Danish 8 Oct 81 p 34

[Text] Yesterday Fisheries Minister Karl Hjortnaes signed an announcement that allows Danish fishermen to fish for herring in the North Sea again following a halt that has been in effect since February 1977.

Karl Hjortnaes told RITZAUS BUREAU that access to herring fishing has been opened up in the southern part of the North Sea and in the English Channel. The fisheries minister did not set any quotas on herring fishing which can start the day after the announcement is published in LOVTIDENDE which will occur either Saturday or Tuesday.

Herring fishing in the North Sea has been banned since 1977 when overfishing threatened the fish population in the area.

The Danish government's step should be seen against the background of the action of the EC Commission which went around the EC Council of Ministers to allow herring fishing in the southern part of the North Sea and west of Scotland.

"I know that both Holland and Great Britain have started fishing for herring in the southern part of the North Sea and in the Channel. Therefor[illegible]e no other choice than to give Danish fishermen the same opportunity even though all this fishing is being done on a doubtful legal basis due to the lack of a decision by the council," said the minister.

The EC Commission decided that 60,000 tons of herring can be caught in the area west of Scotland and 20,000 in the southern North Sea, with the idea of assigning only 1000 tons in the North Sea to Denmark.

"We have sharply protested the actions of the commission and do not accept any quota for the area," Hjortnaes emphasized.

Of the opportunities of Danish fishermen to catch herring west of Scotland Hjortnaes said that this question is more complicated because Denmark does not have a tradition of fishing in that area. But he did not rule out the possibility of opening up fishing opportunities in that area too later on.

The chairman of the Danish Ocean Fishing Association, Laurits Tornaes, greeted the minister's decision with satisfaction and he said clearly that there is now a basis for Danish herring fishing in the North Sea.

He referred among other things to the fact that herring from Sweden is subject to a duty of 15 percent as a step in the approved market arrangement for fish in EC. This has led to fears in North Jutland that there would be a shortage of raw materials for the industry, leading to unemployment there.

6578
CSO: 5200/2004

END

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Worldwide Report

LAW OF THE SEA

No. 177

FBIS FOREIGN BROADCAST INFORMATION SERVICE

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BRIEFS

EXTENSION OF TERRITORIAL WATERS--The dispute between Libya and the United States regarding the boundaries of Libya's territorial waters, which culminated in the shooting down of two Libyan jets over the Gulf of Sidra, will not influence Israel's intention to expand its own territorial waters. This information was released to our correspondent by government sources in Jerusalem. According to the sources, the suggestion of navy commander General Ze'ev Almog, to expand Israel's territorial waters from 6 to 12 miles has already been debated for a year. The navy commander thinks that this step will help to drive Soviet spy ships further away from Israeli shores. The Soviet spy ships sometimes come within 7 or 8 miles of the Israeli shore, without violating international law, thus causing a security problem. Taking into account that Libya demands a territorial water area of 90 miles, and that the air battle took place within 60 miles of the Libyan shore, Israel's demand, according to those sources, is not without justification. Those sources cite the compromise which is being worked out since 1973 in the international maritime committee, according to which the 12 miles close to the shore will be recognized as territorial waters, and the next 12 miles as an adjacent territory. The area within 200 miles from the shore will be recognized as state territory only as far as natural resources are concerned. There are judicial and political circles in Jerusalem who have a different approach to the problem from that of the military, and think that a Knesset decision on that issue can only harm Israel. According to these sources, Israel should strive to get the international navigation lines closer to its shores, thus putting itself on the international navigation map. It should be noted that the legal, international and military aspects of the issue were discussed recently in a conference on maritime law which took place in Jerusalem. [Text] [Tel Aviv BAMAHANE in Hebrew 26 Aug 81 p 4]

9433
CSO: 5200/4701

COAST GUARD MOBILIZING NEW EQUIPMENT TO GUARD FISHERIES

Oslo AFTENPOSTEN in Norwegian 3 Nov 81 p 60

[Article by Gerda Vislie: "Coast Guard Steps Up Pace Against Unlawful Fishing"]

[Text] The Norwegian Coast Guard has so far this year brought in 40 vessels for unlawful fishing in the Norwegian economic zone. In addition the coast guard gave about 250 written warnings for violations in the zone, and about 1400 inspections were carried out. These numbers are more than double the totals for all of 1980. The rapidly increasing number of violations has alarmed Norwegian authorities, and Public Prosecutor Magnar Flornes has issued a directive to all police stations along the coast that the reaction to unlawful fishing in Norwegian waters will be stepped up significantly. Flornes told AFTENPOSTEN that further increases may take place, and the risk of apprehension must be high and the punishment so strict that it would be expensive to speculate. Coast Guard Inspector Commander Nils Tiltnes told AFTENPOSTEN that not all unlawful acts are entirely deliberate. The size of the fines is obviously not scary enough to overcome the violations. The number of inspections are divided fairly well between the zones off north and south Norway, but all the vessels brought in so far this year were caught in the southern area. This may be due to the regulations in the North Sea being more complicated than the regulations in the northern zone, according to Commander Tiltnes.

One moment the boarding boat hovered between the sea and the sky, then it dropped between waves meters high. Then it rushed ahead and was thrown from wave to wave--dramatically illuminated by strong searchlights in the black North Sea night. The boarding boat was enroute from the coast guard ship "Volstad jr." to a Scottish fishing boat INS 121 "Solan" for inspection. The place was Sleipnerfeltet--120 nautical miles west of Stavanger.

"That Scottish boat is so low that we do not need to use a ladder to board it," said Hans Fagerli, the captain of "Volstad jr." "We simply jump over to the Scottish boat when the boarding boat is on a wave top at the height of the railing

on the fishing boat!" The job is purely routine for "Volstad jr." Inspection of fishing vessels takes place continuously around the clock. Together with two other ships, plus an extra during winter months, "Volstad jr." patrols 300,000 square kilometers of sea. Aboard the boarding boat are Captain Fagerli and his executive officer Arvid Nilsen.

The inspection of INS 121 "Solan" started with a rather headlong boarding, a maneuver which could only work because the crew was lined up along the rail and received them. All the men seemed good-natured and obliging--perhaps a bit too good-natured. A clear conscience would possibly produce irritation over an inspection so late at night.

The vessel had received notification in advance that the coast guard ship intended to board, but the time was too short for an attempt to hide illegal equipment, and the inspection came rather suddenly to the Scottish vessel. The two captains shook hands and exchanged pleasantries about the weather and wind--topics of conversation which were very close to the swaying deck in the moderate gale. The boarding boat remained close alongside, while the "Volstad jr." circled a bit farther out at slow speed--as though keeping watch on its prey.

Captain Fagerli entered the cargo hold to measure the catch, while Nilsen remained on deck to inspect the fishing gear which was hauled on board, both to see its contents and to check that the size of the mesh in the nets had not been tampered with--something which is possible with certain equipment in the net. Nilsen measured the mesh size, and it was clear that in this respect "Solan" had committed no offense. Cheating on mesh size is one of the violations which are not treated with kid gloves under Norwegian law. Thereafter all other fishing gear on deck was measured and checked. So far everything was in order, but then the log, fishing journal and license papers were checked. This took place on the bridge in the lee of the wind and rain. Often the information in the papers is checked with the data bank and the Ministry of Fisheries.

"Here is something that is not correct." Captain Fagerli compared the papers and the books one more time, taking his time, checking and adding again. "No, unfortunately, the information does not agree, more fish have been caught than the amount shown in the log." A warning in triplicate was written out on the spot, and the captain of the "Solar" signed. If everything had been in order the papers would have been stamped and signed by the coast guard. If the offense had been a major one, for example too small mesh size, too much catch in comparison with the records, etc., the vessel would have been seized and one of the crew from "Volstad jr." would have accompanied it to the nearest police station. There the vessel, catch and crew would have been turned over to Norwegian authorities. The coast guard ship would have followed it to port, and then gone back to its mission.

But "Solan" only received a written warning, and when that was finished, further pleasantries and handshakes were exchanged. The visitors made a quick retreat with a--fortunately--well-calculated leap from the fishing vessel into the boarding boat at the second when the two craft lay somewhat even...

Searchlights from "Volstad jr." did not leave the boarding boat for an instant during its return trip. We were caught by the light and rose and fell with it on the rough sea. And still the "moderate gale" and "high seas" are too little to expect in these waters at this time of the year. "Difficulties begin with the storms

begin to howl in the North Sea--and we can expect them at any time," said Captain Fagerli. "But the worse the weather is, the fewer fishing boats go out. In January this year the weather was so bad that we only inspected 10 boats, while the number in May was 138.

Oil activity in the North Sea also causes much work for the coast guard ships. Objects from the oil platforms and drilling rigs tear off and float around in the sea. Both a marker buoy from Phillips and a huge mooring buoy were reported floating in the vicinity of "Volstad jr." for a couple of days. Only the marker buoy was found and hoisted aboard, with meters of thick chain dragging from it...

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COAST GUARD ENFORCEMENT OF FISHERIES LIMITS STRENGTHENED

Oslo AFTENPOSTEN in Norwegian 5 Nov 81 p 60

[Article by Gerda Vislie: "Coast Guard Will Give Fines That Hurt"]

> [Text] Fines must sting so it hurts. Until the fines are increased, owners and captains can calculate that unlawful fishing will only occasionally be discovered. The trawlers can promptly catch again the amount which they lose and more. There has been a considerable improvement lately, but in the coast guard we all agree with Public Prosecutor Magnar Florne's directive that the reaction to unlawful fishing must be stepped up considerably.

That is what the squadron commander, Captain Tor Magnussen of Haakonsvern told AFTENPOSTEN. Magnussen is commander of the Coast Guard Squadron South, the ships of which patrol the North Sea to crack down on trawlers which are fishing illegally. The squadron consists of three ships in the summer and four in the winter: "Volstad jr." "Lafjord" and "Nordsjobas" and in the winter also a hydrographic vessel. "The rules for fishing in the Norwegian economic zone are entirely clear, and if foreigners want to fish in the zone they must follow the applicable laws, the same as Norwegians," said Magnussen.

"Do only foreigners fish unlawfully?"

"No, Norwegian trawlers also commit violations. They can, among other things, use illegal equipment. But we crack down first on foreigners, because the Norwegian trawlers can be checked when they come into port. We are aware that much can be hidden on the way in to the coast, but sooner or later we believe that most violations will be disclosed."

"It must be difficult to conduct an effective patrol over 300,000 square kilometers of sea with only three or four coast guard ships?"

"The great contribution of the coast guard ships has been that the number of inspections has more than doubled since last year, and so far this year fines and seizures of catches have come to a total of 3.2 million kronor."

"The Danes feel very mistreated by the coast guard, and are threatening EC duties on Norwegian fish."

"I can only describe the Danes' assertions against the coast guard as lies," said Magnussen. "They have claimed that the coast guard is acting maliciously against Danish fishing vessels in Norwegian waters, and said that if we want to 'take' a fishing vessel we always find an excuse to do so. But we are doing nothing other than what we are required to do by Norwegian law, and I am surprised that customs restrictions against Norway are being threatened by responsible quarters in the EC simply because the Norwegian Coast Guard sees to it that the applicable regulations are carried out."

"Can the coast guard, with its resources, adequately contribute to exposing unlawful fishing?"

"No, we have too few craft here in the south to conduct adequate patrolling. At the moment we are getting too little help from Orion aircraft from Andoya, and I think we should make greater use of small aircraft in the North Sea as compensation for the hours when we are not helped by the Orions. We have small aircraft here at Haakonsvern which can be called out on short notice. Providing two crews of military personnel for each coast guard vessel is also a condition which could give 100 percent utilization of them. As it is now, the law on working conditions prevents such utilization."

"Does the coast guard have difficulty in stopping trawlers and coming aboard to inspect them?"

"It is very seldom that we have to resort to drastic tactics. But there have been instances when we have fired warning shots with canons to get a boat to stop. And it has also happened that crewmen had to be equipped with weapons. That was to show that we were serious."

Captain Magnussen said that coast guard craft are half military, meaning that they are leased by the navy from private owners, and they have both military and civilian crews. The civilian crewmen take care of the maintenance, stand watches on the bridge, and are in charge of the food.

"Why is fishery supervision under military command?"

"It has always been that way," said Magnussen. "Previously the supervision was conducted by regular naval ships, but the coast guard took it over in its present form when the Norwegian economic zone was set up in 1977. Then the service was named the Norwegian Coast Guard."

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BRIEFS

COD QUOTA OVER-FISHED--Norwegian fishing of Norwegian-Arctic cod exceeded the quota by a significantly greater amount than previously assumed, according to FINNMARKSPOSTEN. So far 280,000 tons of Norwegian-Arctic cod have been landed in Norway. According to this figure, if the good fishing continues throughout the year the total could reach 370,000 tons. Norway and the Soviet Union both have a quota of 170,000 tons of cod per year. By 1 September the Soviet Union had only fished 67,000 tons of its quota. Ocean scientist Arvid Hylen told FINNMARKSPOSTEN that conditions indicating that the stocks of cod are too low caused the setting of this year's quota. It is therefore too early to say whether over-fishing by Norway will have anything to do with setting the quota for next year. According to FINNMARKSPOSTEN the Norwegian Fishermen's Association will experience few objections to its request for an increase of the year's herring quota from 100,000 to 150,000 hectoliters. The application is in the Office of the Director of Fisheries for comment, and the Ministry of Fisheries will decide the matter in a few days. The market situation for Norwegian herring is difficult. The price was reduced twice in the fall to make it possible to sell the herring which was caught. [Text] [Oslo AFTENPOSTEN in Norwegian 31 Oct 81 p 12] 9287

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ARAYIS URGES FIRM STAND ON AEGEAN RIGHTS

Ankara ARAYIS in Turkish 3 Oct 81 pp 5-6

[Text] When a French deputy, who probably has never seen Turkey, submitted her report to the European parliament, the Turkish people resumed asking a question that had been tabled for awhile, "Does Turkey have a national policy on the Aegean?"

Before ascertaining whether or not Turkey possesses such a policy, the following can be said. "Greece does have a national policy on the Aegean. Its goal has been determined, and it is accomplishing this goal step by step. A new development, which was approved by the European parliament, which asserts that Greece is an archipelagic nation, and which recognizes its right to increase its territorial waters to 12 miles, in fact, is a new level reached by the Aegean policy that was planned and put into action long ago."

The logic behind this policy, which Greece began to apply immediately following the great Anatolian rout that comes under the title, "catastrophe," in its recent history, can be summarized with the sentence, "Make the Aegean an inland sea bit by bit." In order to understand this diplomatic victory won by Greece in the European parliament, one must cast an eye at the titles of chapters in its recent history. Doing so, one can clearly see the steps Greece has taken to increase slowly its sovereignty in the Aegean Sea and the airspace over the Aegean and to bring Turkey to a state at which it is a nation "isolated" from the Aegean Sea.

The years following this comprised a period during which Turkey was totally disinterested in foreign politics and even tossed aside opportunities that came into its hands. In 1952, it was sought to give Turkey FIR [Flight Information Region] responsibility in the Aegean Sea within the framework of ICAO [International Civil Aeronautics Organization] rules, but Turkish administrators, for some reason or other, avoided accepting this responsibility. Athens, however, jumped at the chance presented to it and gained another important bunker. Also during this period, Greece, at every turn, used infrastructural investments within NATO and even technical issues such as the FIR as means to increase its sovereignty in the Aegean Sea.

During this time, both Turkey's lack of interest in foreign politics and its lack of foresight were to give Greece the chance to create an active de facto situation in the Aegean within the framework of NATO. In fact, the line separating areas of command within the NATO structure, which was determined as a line drawn from the north to the south in the center of the Aegean Sea, was broadened, de facto, in Greece's favor as far as Turkey's territorial waters in the 1960's. There is no doubt that such a practice, which was not supported by a NATO decision, caused Greece's de facto control over the Aegean Sea to increase.

During the days in which it was engaged in talks regarding its return to NATO's military wing, it was necessary to look at the lack of foresight in Turkish foreign policy in the 1960's as being behind Greece's desire to revive the de facto situation in the Aegean. Greece was not content with only such de facto situations created within NATO's structure. It closed to international flights the 3,000-square-mile airspace over Lemnos Island, which is situated at the entrance to the Dardanelles. In the meantime, it began to issue permits to foreign firms and explore for oil on the Aegean's continental shelf, which is a natural extension of Anatolia. It also, in the 1960's and 1970's began to arm extensively the islands at the foot of Anatolia that were to be kept disarmed in accordance with the 1923 Lausanne and 1947 Paris peace agreements.

The Turkish governments were only able to overcome indifference in 1974. When, on one hand, stating that Turkey possesses inaliemable national rights to the Aegean continental shelf, it, at the same time, took various concrete steps to demonstrate its resolve.

During the Cyprus peace action, the then-current Turkish government, which viewed the de facto NATO command area demarcation line created by both the FIR and Greece with absolutely no support as inadequate from the standpoint of Turkey's security, proclaimed in NOTAM [Notice to Airmen] No 714 it necessary for the security line to again pass through the center of the Aegean Sea. Coming to the United Nations' Law of the Sea Conference in the latter half of the 1970's, the impasse between Turkey and Greece on the issue of the Aegean appeared to be insurmountable. One of the items Greece, who employed every type of diplomatic maneuver during this conference, wished to have supported by a decision was recognition of Greece as an "archipelagic" nation. If this hypothesis were adopted, the Aegean would truly be an inland sea belonging to Greece.

Greece, which was unable to get this thesis approved at the Law of the Sea Conference, then took the battle to the arena of the EEC once it became a full member. With a report prepared by French member of parliament, Ms. Fourcade, it sought to gain the support of the EEC on the Aegean issue and solidify Greek sovereignty in the Aegean. The report accepts Greece as an "archipelagic" nation, recognizes a continental shelf of 12 miles, and stresses that all islands possess a continental shelf. In this way, it seeks to close off the Aegean Sea to Turkey, which has, at the very least, as much right to the Aegean as Greece.

Turkish administrations have many times stated that Greece's increasing its territorial waters to 12 miles in the Aegean would be looked upon as declaration of "war." While such a situation exists, having some of our western friends participate in this development does nothing other increase the difficulty in finding a solution to the Aegean problem. Several western nations, bearing in mind the upcoming general elections in Greece, claim that the election results in Greece could prevent that country from returning to NATO's military wing and have asked Turkey to be more understanding on this issue. In fact, it has become the fashion in international politics in recent years to apply the method of a link between two completely separate topics, and the establishment of a tie between this type of understanding behavior and foreign aid to be given to Turkey has been noted in articles in the press.

Turkey, trusting a bit in the words of its western friends, has made several "well-intentioned" gestures in the Aegean in the past 2 years. First, it rescinded NOTAM No 714. Then, it eased Greece's return to the NATO military wing by not making an issue about its security. The question about area of command was omitted. In response to these important, well-intentioned gestures, the gestures made by Greece were insignificant, trifling, and a mere drop in the bucket. It is impossible to characterize them as being well-intentioned, because Greece has not eliminated its de facto practices in the Aegean that violate international law. To the contrary, Greece this time proceeded to apply the aforementioned policy within the EEC.

In the meantime, Papandreou claims that the "Aegean is a Greek inland sea" and Prime Minister Rallis says that "the question will be taken before the Hague Court of Justice."

When looking at Turkey's side of the Aegean problem, it is useful to recall various developments that took place in the past.

In 1978, in talks between secretaries general that were begun following the meeting between Greek Prime Minister Karamanlis and current Prime Minister Bulent Ecevit, a distance was covered that cannot be disparaged from the standpoint of defining the problem and closing the gap between each side's views. It is necessary that the point reached in 1978 not be retraced in today's handling of the Aegean issue.

Talks between the secretaries general of the two nations continue. However, in recent times, statements made following a secretaries general meeting or a ministers of foreign affairs meeting attract attention by their failure to touch on the subject of the Aegean. This situation gives the impression that the Aegean problem has either been shelved on the agenda or, at the least, is not being treated with the importance or priority it requires. We do not know which is true, but one thing we do know is that the mere creation of such an impression is not good for Turkey.

Even the statement regarding the Turkmen-Mitsotakis talks held following the recent decision in the European parliament is able to create the misconception that the topic was not mentioned and that Turkey no longer worries much about this issue. It would not be an exaggeration at all to say that such a misconception will be able to influence negatively Turkey's position in future talks.

Before everything else, it is necessary to state clearly that the question of the Aegean's being a Greek inland sea is not merely a problem of the Aegean, is not a legal issue between Turkey and Greece alone. The Aegean Sea is part of the political balance established in the region by the Lausanne Agreement. It is necessary to deal with the Aegean question within this political framework. Destroying, in Greece's favor and against Turkey, this political balance established on the issues of territorial waters, the continental shelf, airspace, disarming the islands, and other similar topics definitely cannot be allowed from Turkey's point of view. It is necessary that everyone, both friend and foe, know this. For this reason, a solution to the Aegean problem must be sought, keeping in mind a reciprocal balance of rights and interests between Turkey and Greece.

The balance established in the Aegean is part of the broader political balance in the area that includes the Balkans, the Black Sea, and the eastern Mediterranean. Our western friends in the EEC, in other international forums, and in bilateral contacts they make, must avoid being used as tools in these types of developments that could negatively affect relations between Turkey and Greece. They must take care not to destroy the political balance that goes beyond the boundaries of the Aegean in this corner of the world, that includes the Balkans, the Black Sea, and the eastern Mediterranean.

In addition to all this, this type of behavior of our western friends strengthens further in the minds of the Turkish people the conviction that Greece "is a child protected by the West." The gradual strengthening of such an idea can also have a negative effect on relations between Turkey and western nations.

In particular, thoughts that a result can be obtained by increasing the pressure on Turkey or by making general accusations under the pretext that Greece and various circles in western nations have encountered a lapse in democracy will, before everything else, do nothing but put a mortgage on the future of relations between Turkey and Greece. One fact must not be forgotten. The Turkish people are aware that the period begun 12 September is temporary. Turkey's national rights are permanent. No concessions will ever be made on issues related to national rights.

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ACADEMIC REVIEWS CURRENT LEGAL STATUS OF AEGEAN

Istanbul CUMHURIYET in Turkish 15 Oct 81 p 9

[Article by Dr Tuncer Guvenc, assistant professor at the Aegean University Institute of Marine Sciences and Technology]

[Text] A proposal based on the Fourcade report and approved by the European parliament in September carries with it the implication that the Aegean Sea will be able to be brought to the state of a Greek lake. Greece's efforts to increase its territorial waters to 12 miles, which Turkey will never accept in any manner whatsoever, convey with them an impact on a number of questions concerning such topics as Turkey's transit rights, its continental shelf, and its air space in the Aegean Sea.

This decision will not be valid from Turkey's point of view. However, as a result of Greece's policy of dragging bilateral problems in the Aegean Sea to international platforms, it should be expected that the topic will be brought before the Court of Justice or the Court of Arbitration in the days ahead. If Greece's territorial waters are increased to 12 miles, Greece's water in the Aegean will be increased by 63 percent, from 60,000 square kilometers to 110,000 square kilometers.

The views of the two parties and developments in the Aegean Sea can be summarized as follows:

Greece wants to gain possession of the entire Aegean continental shelf by saying that the Greek islands possess a continental shelf. It is trying to solve the problem of the continental shelf in this manner, by constantly threatening to increase its territorial waters to 12 miles. If the Greek hypothesis is accepted, the 12-mile limit on territorial waters will solve the problem of the continental shelf better than a continental shelf agreement will. (Continental-shelf rights refer to the floor and subsurface of of the floor of the sea while a country has total sovereignty over territorial waters.) Furthermore, as for islands' possessing a continental shelf, areas outside the 12-mile limit would be accounted for as they would be part of Greece's continental shelf.

If the EEC's 50-mile fishing rights limit is applied as well, the Aegean will certainly become a Greek lake.

In this way, the floor of the Aegean Sea, the floor's subsurface, the water below, the surface of the water, and the air space above will all be in the control of Greece and under its sovereignty.

In contrast, Turkey's wishes are based on the principles that the Aegean is a shared sea and that it is necessary for both nations to benefit jointly. Common interests in a common sea require that the two nations reach agreements together through bilateral accords that will serve regional and world peace. Turkey did not engage in unilateral efforts until it was strongly forced to do so. (After 12 years of remaining silent, it has begun the Candarli research.) Every gesture made toward reaching a solution is based on good intentions even though each is taken as a concession. Success in the Court of Justice was even greeted as a simple piece of news. Gestures such as rescinding Notice to Airmen No 714, which was not reciprocal, not vetoing Greece's entry into NATO, and not creating a problem about the rearmament of Aegean islands that were disarmed and over which Greece's sovereign rights were restricted in accordance with the 1923 Lausanne and 1946 Paris agreements have always been accepted by Greeks as concessions.

The current 6-mile limit on territorial waters is the outer limit Turkey will approve. Increasing Greece's territorial waters would be an action that would strangle Turkey, which has continuously announced that it will not accept this in any form whatsoever.

On the issue of the continental shelf, Turkey wishes to benefit equally and jointly from bilateral agreements that draw a line based on the principle of natural extension in the Aegean. There will, of course, be debate on the line of natural extension, but the Aegean is a unique, semiclosed sea, and no other sea has as many special characteristics. Because no rule (such as those dealing with territorial waters, the continental shelf, or economic region) can be fully applied in this region, solutions here will have to be special ones that conform with the special conditions.

Turkey has a strategic need to defend a newly defined air space and new FIR [Flight Information Region] air corridors. It is imperative that flight control over the Aegean be handled jointly.

What Does EEC Want?

What are the EEC's views on Greece's hypothesis about the Aegean?

Official information regarding Turkish-Greek negotiations has been provided to the EEC by the Greek side, and an EEC report dated 1978 that was prepared was based primarily on such information.

The United Nations Law of the Sea Conference and the Court of Justice approve basing the objective division of the continental shelf on the structure of the floor of the sea.

The report that was accepted by the EEC included absolutely no information or indication that the continental shelf would be defined as the natural extension of a country and divided in accordance with an agreement reached by the two nations or that an island's continental shelf would be restricted by the law of nations.

The report, which gives a detailed examination of the Aegean's continental shelf, states that the shape of the mouth of the river at the Thrace border prevents the principle of equal distance from being applied and that a common line does not clash with the boundary of both continental shelves.

Furthermore, Greece's desire for the entire Aegean continental shelf is made known in the report through the archipelagic concept of Greece, which claims that the Greek peninsula and the islands rest on the same foundation. The report says that Greece looks upon this as a legal problem and is working to get Turkey to sign a joint petition indicating its willingness to take the question before the Court of Justice.

In the report, the EEC clearly defines "continental shelf" and states the extent of the islands' continental shelf and of the Greek thesis.

The September 1981 decision of the European parliament asserts that:

1. Greece is an archipelagic nation.

2. All the islands in the Aegean have a continental shelf.

3. Greece has the right to increase its territorial waters in the Aegean to 12 miles.

These items were approved on the basis of the Fourcade report. Now, this decision will be submitted to the EEC Council of Ministers.

Since Greece, in fact, knew in January 1978 the views of the EEC, why did it want such a report approved after it became a member? The EEC countries and the EEC followed the United Nations Law of the Sea Conference. And they know at least as well as any country does the Law of the Sea that was developed there. Furthermore, both Ms. Fourcade and her team and all the members of the parliament are well aware of France's claims and the arbitration court's decisions regarding the islands (the Anglo-Normand Islands) that are under the sovereignty of England and that lie on France's continental shelf between England and France.

In short, in the Fourcade report submitted to the European parliament, a Greek hypothesis that is completely opposed to the concept of an

archipelagic nation (which is not included in the law of nations, but is included in the text of the United Nations Law of the Sea Conference agreement) is accepted.

By saying that all of the Aegean islands have a continental shelf, the report:

1. Contradicts the arbitration court decisions between England and France; the agreements between Australia, New Guinea, and Papua; and even the agreements in the Karayip Sea.

2. Reaches a conclusion opposing the distinction made between islands at the United Nations Law of the Sea Conference.

3. And, furthermore, jumps into a situation of enacting law through a decision that will frustrate a number of issues that are in the process of being decided, such as those between Sweden and the USSR (Gotland); Norway and the USSR (Svalbard); and France and Canada (St. Pierre and Miquelon).

Be acknowledging Greece the right to increase the territorial waters of its islands in the Aegean from 6 miles to 12 miles, the report has made an effort to lead Turkish-Greek problems into an impasse.

First of all, Greece has never wanted to solve Turkish-Greek problems through bilateral, sensible negotiations. It has become traditional for Greece to transfer problems over to the third party it deems appropriate at the time. It is expected that, following this action in the EEC, Greece will make an effort to take the question to the Court of Justice or to an arbitration court. This is preelection time in Greece, and there is a chance that the Karamanlis government will lose in the election or will emerge greatly weakened by the elections. Whereas Karamanlis entered the EEC in order to protect a rightist, liberal government and democracy, he entered NATO in accordance with Haig's plan, acknowledging that Greece is surrounded by Albania, Yugoslavia, and Bulgaria and that close cooperation with France is inadequate. In this situation, Karamanlis prodded the deputies to take action, informing them of the need to win a victory abroad prior to the elections and the need for the EEC to give evidence of aid to Greece. However, this reason is merely related to timing.

The second and probably most important reason is the discord between Libya and the United States. It is necessary to look at the effect the Libya-United States' disagreement has on the Aegean topic without going into a debate on who is right and who is wrong.

The United States' navy conducted maneuvers in Libya's gulf, an area that falls within Libya's sovereignty, and an air battle took place between the two nations. The United States said that territorial waters of more than 3 miles cannot be accepted. As is known, the United States had reported in 1981 that it would discuss once again the text of the agreement reached at the United Nations Law of the Sea Conference.

Turkey has clearly announced that it will not accept any increase whatsoever in territorial waters in the Aegean and has informed both friend and foe that this would be a reason for a clash.

Furthermore, Turkey does not acknowledge Greece's claim to 10 miles of air space and goes by the practice of acknowledging 6 miles' distance as international air space.

Now, Greece stands alone in its position to increase both its air space and territorial waters beyond 6 miles. The United States' position on this subject is clear. NATO does not have the opportunity to differ basically on this issue. The EEC is seen as the only organ able to support Greece. In such a situation, Greece cannot be found on the same side as the USSR, Israel, or even Libya. The EEC could only side with Greece indirectly, through a parliamentary decision.

Furthermore, the EEC parliamentary decision can be interpreted as a position counter to the United States' policy at the 1981 Law of the Sea Conference and in the Mediterranean.

While the text of an agreement is being drafted at the final stage of the United Nations Law of the Sea Conference, this decision was taken. It also came during a period in which disputes of the United States' side are being transformed into armed battle. In addition, decisions that are being made are such that strike a blow at Turkey's vital problems and have been made by the parliament of the community that Turkey wishes to join as a full member. It may be true that such a decision will not paralyze us, but can anyone say that it will not affect us? Isn't one of the reasons why a ministry has been established and two ambassadors have been appointed to prevent such decisions, even though they are unimportant and will not frustrate us, from being made?

The distribution of the Aegean with territorial waters of 6 miles is as follows:

Turkish territorial waters, 8.3 percent or 15,210 square kilometers.

Greek territorial waters, 35 percent or 60,244 square kilometers.

International waters, 56.2 percent or 95,586 square kilometers.

The distribution of the Aegean with territorial waters of 12 miles gives the probability of:

Turkish territorial waters, a 10-percent increase of 2,032 square kilometers for a total of 17,240 square kilometers.

Greek territorial waters, a 63.9-percent increase of 49,783 square kilometers for a total of 110,030 square kilometers.

International waters, a 26-percent reduction of 50,815 square kilometers for a total of 44,500 square kilometers.

If the Greek islands in the Aegean are accepted as being an archipelago, Turkish territorial waters, using the 6-mile limit, will amount to 8.8 percent or 15,210 square kilometers.

And, with the 12-mile limit, 9.2 percent or 15,864 square kilometers. Greek territorial waters and archipelago seas, using the 6-mile limit, 78 percent or 134,400 square kilometers. Using the 12-mile limit, 83 percent or 143,000 square kilometers. The remaining continental shelf to be divided would consist of 8.8 percent or 15,210 square kilometers.

If all of this happens to Turkey, Greece will have made the Aegean a completely Greek lake.

11673
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RECENT AEGEAN RESOLUTIONS EXACERBATE PROBLEMS WITH GREECE

Istanbul CUMHURIYET in Turkish 22 Sep 81 pp 1, 9

[Text] Ankara (CUMHURIYET BUREAU) -- The Aegean Sea, linking Turkey and Greece and having nearly 13,000 islands both large and small, is one of the most unique seas in the world. And this unique quality brings with it a variety of problems between Turkey and Greece concerning sovereignty over it.

The Fourcad Report adopted by the European Parliament and the new EEC Commission bill on customs unity have, perforce, brought to the agenda disagreements between Turkey and Greece over the Aegean.

The Fourcad Report envisages Greece's setting its territorial waters in the Aegean at 12 miles, thus strengthening Greece's original 12-mile claim. Turkey and Greece now have 6-mile territorial waters limits in the Aegean. However, although it is not putting it into practice, Greece says that it is holding its 12-mile claim in reserve.

Though international law recognizes the 12-mile limit as applied to oceans, the same standards cannot apply to the Aegean, considering the special circumstances of semi-enclosed seas. Considering also that the islands in the Aegean extend almost to the continental rise of Anatolia, this special situation becomes even more pronounced.

Greece's extending its territorial waters to 12 miles does not stop at blocking Turkey's access to international waters in the Aegean, but also cuts off its passage to the Mediterranean via the Dardanelles. This would not only interdict Turkey's security, but would affect it economically as well.

Calculations show that under the current 6-mile practice, Greece has sovereignty over 35 percent of the Aegean Sea. Turkey's territorial waters, however, include 8.8 percent of the Aegean. The rest is international waters. As it is, the narrowness of certain corridors allowing access to international waters from Turkish waters can create a variety of hindrances to transportation.

What would happen in practice if Greece extended its territorial waters to 12 miles? As islands are also subject to the territorial waters regime and since the Greek islands right next door to Turkey would extend their territorial waters also, the entire corridor allowing access to international waters in the Aegean would close. In this situation, access to the Mediterranean would be via Greek

territorial waters alone. To transit Turkish territorial waters, ships would have to follow the ragged Turkish coastline. While the 6-mile limit allows Greece to occupy 35 percent of the Aegean, the 12-mile limit would raise this figure to 63.9 percent. The increase in Turkish territorial waters would be 1.2 percent, in which case Turkey's part of the Aegean would be only 10 percent. The area of international waters, meanwhile, would drop from 65 percent to 26.1 percent. In practice, any ship departing a Turkish port would have to transit Greek waters to reach the Mediterranean.

The territorial waters problem began over the oil exploration areas that Turkey announced in 1973 for the TPAO [Turkish Petroleum Corporation] and came up again later along with the continental shelf problem associated with the exploration by the ships Sismik-1 and Candarli. Turkey's official position may be summarized as follows:

"The international rules governing other seas do not apply in the Aegean because of its semienclosed nature. Even with existing practice, passage from Turkish waters to international waters is allowed only by three small corridors. If Greece extends its territorial waters to 12 miles, it will cut off all access from Turkish waters to international waters. In this situation, the areas in which the TPAO has exploration permits will drop from 16.3 percent to 9.27 percent.

"Turkey has to consider its large population living on the western shores of Western Anatolia and on the main continent and, as it is its continental shelf, demands equal rights of passage through it in the Aegean."

The nation state has the same full rights of sovereignty over its territorial waters as it does over its land territory. However, the right of innocent passage in peacetime is usually granted for both mercantile ships and war ships. In wartime, however, the nation state may invoke various powers concerning right of passage for purposes of its security and may close its territorial waters if necessary.

An interesting point strategically is that if Greece extended its territorial waters to 12 miles, it would be a favorable development for NATO defense in that NATO would have full oversight of Soviet ships coming down to the Mediterranean.

8349
CSO: 4654/9

END

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8 December 1981

Worldwide Report

LAW OF THE SEA

No. 178

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WORLDWIDE REPORT

LAW OF THE SEA

No. 178

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OSLO PAPER PREVIEWS NORWAY-USSR FISHERY TALKS

PM191115 Oslo AFTENPOSTEN in Norwegian 13 Nov 81 p 9

[Report from Norsk Telegram Sybraa: "Important Round of High-Level Norwegian-Soviet Meetings"]

[Excerpt] In the next few weeks a number of high-level meetings will be held between Norway and the Soviet Union, dealing with both political questions and the allocation of fishing quotas in the Barents Sea for 1982.

On Monday [16 November] a 15-man Norwegian fisheries delegation begins negotiations in Moscow, while Foreign Ministry Under Secretary Eivinn Berg will hold political talks in Moscow 3 and 4 December with Deputy Foreign Minister Igor Zemskov. Soviet Fish Industry Minister Vladimir Kementsev has been invited to pay an official visit to Norway in January.

Foreign Ministry press spokesman Geir Grung tuld Norsk Telegram Byraa that Under Secretary Berg's visit is part of the arrangements for regular high-level political exchanges between the Soviet Union and Norway.

The talks, which will last for 2 days, will cover East-West relations, the CSCE conference in Madrid and also purely bilateral Norwegian-Soviet issues, Grung said.

Under Secretary Berg's visit to Moscow takes place in the shadow of the submarine affair in Sweden and the Soviet overtures on establishing a nuclear-free zone in the Nordic countries.

The political talks will hardly be able to avoid the problems of a demarcation line in the Barents Sea in the light of the fact that it has been announced that a new round of talks will take place in Oslo before Christmas.

But before Under Secretary Berg travels to Moscow there will be a new round of complicated Norwegian-Soviet negotiations on the allocation of the 1982 quotas for cod, haddock, capelin, blue whiting, Norway haddock and other species of fish in the Barents Sea and off Jan Mayen. These talks open in Moscow next Monday. The Norwegian delegation will be led by Fisheries Ministry Department Chief Gunnar Gundersen.

The negotiations are expected to be difficult and it is to be expected that there will be a new round of negotiations in Moscow before Christmas, Fisheries Minister Thor Listau told Norsk Telegram Byraa. The minister has also invited Soviet Fish Industry Minister Vladimir Kamentsev on an official visit to Norway after the new year, when the 1982 quota negotiations have been wound up. In this way it will be possible to prevent the negotiations from being dragged up to ministerial level and the results from being made a political decision.

CSO: 5200/2013

LAW AGAINST INDISCRIMINATE POACHING PASSED

New Delhi PATRIOT in English 25 Oct 81 p 5

[Text]

PORT BLAIR, Oct. 24 (UNI).

VIOLATORS of India's economic zone are to be fined a proposed minimum of Rs 25 lakh as a deterrent against indiscriminate poaching.

A bill for the protection of marine resources has already been passed by the Parliament and is now awaiting the President's assent. This was stated by Vice Admiral Swaraj Parkash, director general, Coast Guards.

Admiral Parkash condemned the wanted destruction of marine wealth by poachers using explosives and appealed to the Government to take strong action to stop this.

He said India had already entered into an agreement with Indonesia regarding the demarcation of exclusive economic zones and that it proposed to arrive at similar accords with other neighbouring countries including Burma Bangladesh and Thailand.

Replying to a question, the Coast Guard director-general said there was more poaching and encroachment off the west coast. In the east, they occurred mostly around the Andaman and Nicobar Islands he said.

The magnitude of the poaching could be gauged from the fact that while India caught 1.5 million tonnes of fish annually, poachers took away an estimated 2.5 million tonnes of fish worth hundreds of crores of rupees, Admiral Parkash said.

The best way to arrest this depredation of India's nation wealth was to strengthen our fishing industry, he observed.

Admiral Parkash said Rs 300 crore would be spent on expanding the Coast Guard, which, by 1984 would have 18 ships, including four sophisticated patrol boats. The patrol boats would be constructed either in Japan or in South Korea.

India would also acquire new technology to manufacture six sophisticated patrol boats, he said.

Four patrol boats to be constructed abroad for the Coast Guard would be deployed around the Andaman and Nicobar Islands, he said, adding that these were likely to be inducted by August or September next year.

CSO: 5200/7007

'HINDU' INTERVIEWS MARINE RESEARCH DIRECTOR

Madras THE HINDU in English 15 Oct 81 p 9

[Text]

TIRUNELVELI, Oct 14

Every maritime State should have suitable legislation to regulate fishing operations at sea, in order to obtain maximum benefit, Dr E G. Silas, Director of the Central Marine Fisheries Research Institute in Cochin told THE HINDU.

The Director, who was on a visit to the Tuticorin unit of the Institute, said that at present some States had such legislation while some did not.

Dr Silas said the Central Marine Fisheries Research Institute (CMFRI) is monitoring the levels of exploitation of all the major prawn grounds along the Indian coast, and "whenever we detect any over-fishing or signs of too much of depletion of the fish wealth, we draw the attention of the fisheries departments, concerned to such happenings."

The Director said that in recent months CMFRI had been counselling the Kerala Government about fluctuations in catch and efforts at different seasons on the prawn grounds along the Quilon-Alleppey belt.

The institute also published such information to be available to the industry as well as fisheries departments of the States.

In Gulf of Mannar

Previously it was thought that prawns did not occur in the Gulf of Mannar, Dr Silas remarked. But it had been found during 1970-80 that prawns were in plenty in this region.

The institute also worked out the maximum sustainable yield in prawn fishing in different centres along the Indian coast from Kutch to West Bengal.

Dr Silas said the sea belt off the Tiruchendur coast, from Punnakayal to Manapad, had a narrow ground of prawns. The major species occurring here belonged to the Panaeus indicus (white prawn) and the tiger prawns category (Panaeus semi Sulcatus).

He felt that because of the restricted nature of the prawn ground there was need to regulate the use of mechanised boats, without prejudice to the interests of traditional fishermen, who fish prawns with catamarans or country boats.

Dr Silas said Indian fishing problems were complicated because of the multiple types of fishing gears and boats like trawlers, country boats and catamarans, were all active in the same ground.

"We have to develop our fishing in such a manner, as to take care of the interests of all fishing operators," he stated.

Increased acceptability

Indian prawns were as acceptable in foreign markets as those from any other tropical country. Acceptability had increased in recent years and more European countries and Japan were buying Indian prawns in a big way.

A visit by the correspondent to the fishing villages of Veerapandianpatnam, Periathalai and Bharathar Ovan along Tiruchendur coast revealed that the catches of prawns during 1980 and 1981 were very much less than those of the preceding years. (The prawn season is from June to November).

About a decade ago this area had not attained its present significance. The traditional fishing methods were followed and the market was chiefly local. The important bulk landings were sardines which were dried and exported to Sri Lanka.

It was only after the development and growth of fish processing units in Kerala, and the demand for Indian prawns in overseas markets, that prawn fishing off the Tiruchendur coast recorded a meteoric rise after 1969.

Mechanised boats from Rameswaram, Kanyakumari and Kerala began flocking at Veerapandianpatnam.

A special feature of Veerapandianpatnam is that there is a reef 16 km off its coast, which makes this water a sheltered one, suitable for anchoring boats. There is at this place a channel in the reef, providing an opening in to the sea.

Rich prawn ground

At a distance of about 32 km into the sea, the fishermen say there lies a rich prawn ground, which, according to them is 40 km long and 24 km wide. It is here that they do prawn fishing.

Some fishermen said that 1974 and 1975 were the peak years for prawn fishing in this area, during which nearly 500 mechanised boats were in operation. In addition to these, thousands of catamarans also used to go into the prawn ground.

Agents of fish processing units of Kerala, camp at fishing villages in Tiruchendur taluk, buy prawns and transport them to Kerala in special vans which have freezing facilities.

During the last few years intermecine conflicts have arisen between mechanised fishing boats on the one hand, and countrycraft and catamarans on the other, which also go for prawn fishing on the same ground.

There were innumerable complaints and quarrels which at times assumed menacing proportions. One of the charges was that mechanised boats ran into catamarans' nets and damaged them.

Last year, the catamaran fishermen filed a case in the Madras High Court which gave a ruling that only boats owned by local fishermen should anchor at Veerapandianpatnam, and that mechanised boats should return to their respective ports for night halt.

CSO: 5200/7004

NATION ENCOURAGES EXPLOITATION OF ECONOMIC ZONE

New Delhi PATRIOT in English 21 Oct 81 p 2

[Article by R. Krishnan: "Boosting Export of Marine Products"]

[Text]

MARINE fishery is an age-old vocation in the Indian peninsula with an extensive coastline of 5,600 kilometres. It has, however, remained largely restricted to inshore areas up to 50 metres depth, covering about 100,000 square kms, which is only 25 per cent of the continental shelf area and 5 per cent of the economic zone.

India is the seventh leading fish producing country in the world, having a number of commercially important species of fish with a definite export potential. Currently, India is exploiting only 10 to 12 per cent of an area of 2.02 million square kms of sea regime declared as India's Exclusive Economic Zone. Besides the deep sea potential, there is a large potential inland also. The availability of fish, inland and marine, has been estimated at 3.5 million tonnes and 4.5 million tonnes per year respectively, as against which the production during 1979-80 was about 1.5 million tonnes of marine products and 0.84 million tonnes from inland resources.

On the West coast, the fishing boats begin operation soon after the monsoon, from September, and go on until May. During this period the boats operate for about 200 to 220 days. On the East coast, the fishing operations are suspended during the North-East monsoon (October-November), allowing 250 days fishing in a year.

Of the 22 States and nine Union Territories in India, five States account for 85 per cent of the country's total marine landings. They are Gujarat, Maharashtra, Karnataka, Kerala and Tamilnadu.

In the initial stages of development, when shore facilities, particularly in respect of cold storage, were limited, fish was being mostly sun-dried or salt-cured. However, with the expansion of cold storage facilities the major part of the catch is now consumed fresh instead of being sun-dried or salt-cured.

At present over 83 per cent of India's fish catch consists of shrimp, which is frozen and exported mostly to Japan and the United States. Incidentally, frozen shrimp alone accounts for 90 per cent of the total export earnings from marine products. India exports 29 items of fish. Besides shrimps, the other important categories include fresh frozen fish, frozen frog legs and frozen lobster tails.

According to the UN Food and Agriculture Organisation (FAO), India was the largest shrimp producing country in the world in 1978, with production close to 200,000 tonnes, followed by USA with 1,92,000 tonnes, Indonesia and Thailand 1,40,000 tonnes each, and Mexico 67,300 tonnes. Indian shrimp is known for its quality and delicacy. Though some problems arose in the export of shrimp to USA in late 1979 and 1980, they have now been satisfactorily resolved and the prospects appear bright for further increase in its exports.

Seafood exports scaled new heights in 1979. Despite the unsteady and unfavourable market conditions abroad and poor shrimp landings, exports jumped to 92,184 tonnes valued at Rs 2,610 million (roughly US dollars 325 million) from 77,946 tonnes valued at Rs 2,120 million (about US dollars 265 million) in the previous year.

Frozen shrimp and fresh frozen fish were mainly responsible for the phenomenal growth of exports recorded during 1979. Frozen frog legs, frozen lobster tails and frozen cuttlefish also registered significant progress during the year.

Japan and the USA continue to be the principal markets for Indian frozen shrimp, jointly accounting for 93 per cent of the total supply from India.

Japan accounted for 41.4 per cent of Indian marine exports during 1979 in terms of quantity and for 68.2 per cent in terms of value. The export of frozen shrimps and other minor varieties of marine products stood at 36,584 tonnes valued at Rs 1,727 million (roughly 215 mil-

lion dollars) as against Rs 1,381 million worth of exports in the previous year. During 1979, India supplied over 32,000 tonnes of frozen shrimp to Europe and Australia. The second single largest market for Indian shrimp exports was the USA, which accounted for 16 per cent of the shrimp demand in terms of both value and quantity.

During 1979, for the first time new markets for shrimp were located in Algeria, for frozen lobster in Hong Kong, West Germany and Thailand and for frozen squid in Switzerland, Mauritius and Saudi Arabia. Exports of fresh frozen fish also registered a spectacular growth during 1979, reaching 24,126 tonnes in 1979 compared to 9,931 tonnes in 1978. This was mainly due to intensive fishing operations in the waters around the Andaman group of islands.

After rising from 77,948 tonnes in 1978 to 92,184 tonnes in 1979, exports of Indian marine products registered a drop in 1980, according to provisional figures, to 74,542 tonnes valued at Rs 2,180 million (roughly 273 million dollars) The fall has been mainly due to a drop in exports to the USA. The exports to Japan were maintained at around 38,000 tonnes; while Kuwait increased its imports of Indian fish from 2,270 tonnes in 1979 to 3,756 tonnes in 1980, and the UAE from 544 tonnes to 1,839 tonnes. Other importers of Indian marine products include Netherlands, France, UK, Belgium, Singapore Australia, Sri Lanka, Hong Kong, Italy, Greece Thailand, West Germany and Saudi Arabia.

India, which is currently in the second year of its sixth five-year Plan (1980-83), has accorded high priority to production and export of marine products. While the total Indian exports of all goods are expected to rise from Rs 64,000 million in 1979-80 to Rs 101,500 million by the end of the Plan, registering an 11 per cent annual increase, the exports of fish and fish products are expected to go up by 24 per cent during the same period. In value terms these exports are anticipated to go up from Rs 2,180 million in 1980 to Rs 5,500 million (roughly 700 million dollars) in 1984-85. The exports of marine products would thus account for 5.5 per cent of the total Indian exports by the end of the Plan period.

To step up production of marine products, the Government announced in early 1981 a policy under which foreign fishing vessels would be allowed to operate in the area beyond Indian territorial waters. Under the policy, a priority plan has been drawn up according to which the chartering of foreign vessels would be allowed. The priority is as follows: Indian public sector undertakings, co-operatives of fishermen, small and medium scale entrepreneurs and, lastly, the large industrial houses, including the multi-national companies.

Those chartering would be required to purchase the prescribed number of vessels within the stipulated period. Charters will be initially for a period of three years and renewable upto a maximum of two more years. The maximum number of vessels for any one applicant for one type of fishing vessel will be limited to five. At least 20 per cent of the crew would be Indian, including understudies to foreign skipper, engineer, etc. In addition, one Indian scientist would be on board each vessel.

Besides, Government is also encouraging deep sea fishing through provision of soft loans, permission for charter, joint ventures, selective import of vessels, and creation of capacity for indigenous construction of fishing vessels through grant of subsidy for the purpose. — — —

CSO: 5200/7006

BRIEFS

FOREIGN TRAWLERS CAPTURED--The newly-formed Indian Coast Guard, assisted by Naval aircraft, captured six foreign trawlers poaching in the territorial waters of India off the Andaman and Nicobar Islands during the first week of this month, according to a Press Information Bureau release. Two foreign trawlers were captured by the Coast Guard vessel "Panaji" on October 5, another the next day and three others on October 7. It is said that the last three were sighted off Lawful Bay. They were chased for a full day and surrendered only after the Coast Guards threatened to fire at them. [Calcutta THE STATESMAN in English 21 Oct 81 p 3]

CSO: 5200/7005

PROBLEMS ANTICIPATED IN DESIGNATION OF SHIPPING LANES

Jakarta KOMPAS in Indonesian 16 Sep 81 pp 1, 12

[Text] The Archipelagic Concept will no longer be a problem when the International Law of the Sea treaty is signed in Caracas, Venezuela at the beginning of September 1982. Nevertheless, the enacting of the treaty will not mean the end of Indonesia's problems. There are still many questions to be settled, including the designation of shipping lanes in the archipelago.

This matter was spelled out by Dr Komar Kantaatmadja, lecturer on international law of the sea on the law faculty of Padjadjaran University. Responding to a KOMPAS question on Monday, Dr Komar siad Indonesia cannot establish shipping lanes unilaterally. "We must submit our proposals to the International Maritime Consultative Organization for agreement by all the nations of the world. In that organization, there will be bargaining about the proposed lanes, and worldwide agreement will be achieved," Dr Komar noted.

Thus, he believes that the enactment of the Law of the Sea treaty will open a long struggle, until the shipping lanes proposed by Indonesia gain worldwide acceptance and international recognition.

According to a KOMPAS source, based on Law No 4, 1960, Indonesian territorial waters consist of regional waters and interior waters, and Indonesia has sovereignty over these. Indonesia must take international interests, particularly with regard to shipping and air traffic, into account, without sacrificing Indonesian interests.

In accordance with the informal composite negotiating text, Indonesian territorial waters will be classified as inland waters, including bays, river estuaries and harbors, over which Indonesia has full sovereignty. There are also archipelago waters, over which Indonesia has sovereiguty, but must accommodate the right of innocent passage to foreign ships and planes via lanes to be established.

In addition, there are regional waters, over which Indonesia exercises sovereignty, and must acknowledge the right of innocent passage via regional waters, which serve as exits and entrances from international waters to archipelagic sea lanes.

Indonesian interior waters include all waters located on the sides of base lines (Law No 4, 1960, article 1 and article 3, paragraph 1), and are open to passage by foreign ships.

As a result of Indonesia's struggle to establish international recognition of the Archipelagic Concept, there has been increased understanding of those interior waters. Government Regulation 8 of 1962 states that innocent passage is invalid in some interior waters, namely bays and estuaries whose mouth is 24 nautical miles or less in breadth.

According to the international law of the sea, interior waters lie along base lines, and include bays and river estuaries, where foreign ships are not granted free passage.

According to the informal composite negotiating text, interior waters represent a portion of archipelagic waters, including river estuaries, limited by straight lines connecting the two shores of the mouth, measured at low tide. Throughout Indonesia, there are some 237 large rivers which flow into the sea.

Indonesia interior waters also include all bays less than 24 nautical miles wide, and all harbors. Throughout Indonesia, there are 375 harbors built by (PERLA); 26 built by Pertamine, and 19 other special harbors.

According to data, Indonesian regional waters encompass some 3 million square kilometers, including 2.7 million square kilometeres in archipelagic waters.

The KOMPAS source noted that there are several possibilities for providing nine shipping lanes to guarantee international interests for commercial shipping, naval vessels and others.

To guarantee international and national interests, several sea lanes have been proposed. First are lanes connecting the South China Sea with the Indian Ocean. One of these passes via Matak Island waters, the Singapore Straits and the Malacca Straits to the Indian Ocean. Another goes via Matak Island, the Karimata Straits, and the Sunda Straits. Finally, a lane traverses the Karimata Straits, the Java and Bali Seas, and the Lombok Straits enroute to the Indian Ocean.

The second category is sealanes connecting the Pacific and Indian Oceans. One passes via Miangas Island, the Sulawesi Sea and the Makassar and Lombok Straits. Another traverses the waters off Miangas and Halmahera; the Maluku, Banda and Flores Seas, the Ombai Straits, and the Sawu Sea. Still another passage via the waters off Miangas and Halmahera and the Maluku and Banda Seas. Finally, a lane passes via Sayang Island and the Halmahera, Seram and Arafuru Seas. From the Arafuru Sea, vessels can go east to the Torres Straits, or west, to the Indian Ocean.

9197
CSO: 5200/8203

GENERAL AGREEMENT WITH MALAYSIA ON TERRITORIAL WATERS

Kuala Lumpur NEW STRAITS TIMES in English 12 Oct 81 p 13

[Text]

INDONESIA and Malaysia have reached general agreement on their disputed territorial water claims, but a number of problems have yet to be ironed out before a formal bilateral treaty is signed, the semi-official Antara news agency reported yesterday.

Quoting the Overseas Information Directorate of the Indonesian Foreign Ministry, it said the two countries had reached agreement on access to Indonesian waters of Malaysian naval and merchant ships plying between Western and Eastern Malaysia.

General agreement also had been reached concerning traditional fishing activities, but some technical aspects still remained to be settled, it added.

Rights

Malaysia and Indonesia held talks in Kuala Lumpur from Oct. 1 to 7 to draft a treaty that will put into effect a memorandum of understanding signed by the two countries in 1976.

Under the memorandum, Malaysia had accepted Indonesia's "archipelagic" claim, which measures its exclusive economic zone from a baseline drawn through the outer points of its outermost islands.

In return, Indonesia recognised Malaysia's traditional rights in the newly-claimed areas.

The Kuala Lumpur meeting also dealt with matters related to search and rescue operations, security, submarine cables and pipelines and marine research activities, Antara said.

"The meeting, however, was unable to complete discussions of all planned topics and it was therefore proposed to the two respective governments to continue the meeting in the near future," it said.

A senior Malaysian Government official said recently that Kuala Lumpur was expected to pass legislation soon enabling it to enforce a 200-mile exclusive zone at sea which it declared last year.

The legislation would allow Malaysia to take action to safeguard its zone in the Malacca Straits, one of the busiest waterways in the world.

The official said differences with neighbouring countries, such as Thailand and Indonesia, would be solved through negotiations. — Reuter.

CSO: 5200/8205

CONSTITUTION APPROVED BY CONTINENTAL SHELF JOINT AUTHORITY

Kuala Lumpur NEW STRAITS TIMES in English 24 Oct 81 p 9

[Text]

KOTA BARU, Fri. — The Malaysian-Thailand joint authority to administer 3,000 square miles of the continental shelf area claimed by both countries in the South China Sea formally approved its constitution at its seven-day fourth meeting held in Kuala Lumpur which ended yesterday.

Datuk Harun Ariffin of the Prime Minister's Department who chaired the meeting said the constitution would be given force of law in both Thailand and Malaysia as soon as procedural details were finalised.

"Once the procedural details of the constitution are finalised, Prime Minister Datuk Seri Dr Mahathir Mohamad will fix a date for it to be signed," he said.

The constitution spells out the functions and procedures of the authority for achieving its objectives.

Details of the constitution are not available at present and they would only be known after the Malaysian and Thai Parliaments have approved them.

Datuk Harun said the joint authority would hold its fifth meeting in December to discuss some unsettled legal and technical issues.

He said the technical matters discussed at the fourth meeting included the mode of joint operations and tax matters.

"Legal matters discussed at the meeting are those in respect of the system of law to be made applicable in the joint development area.

"The system of law is to be made applicable within the area without prejudicing the sovereignty of either country," Datuk Harun said.

He added natural gas had already been found in the area and Thailand had granted concession to two companies to explore natural resources there. He declined to name the two companies.

Petronas has also been granted the right to explore mineral resources in the area.

"Petronas had in the past some contractors in the area to explore mineral resources," he said.

The joint authority was formed on Feb. 21, 1979 following a memorandum of understanding signed at Chiangmai by the former Prime Minister, Tun Hussein Onn, and the then Thai Premier.

The area concerned is about 100 miles from the east coast of the two countries.

The joint authority is made up of an equal number of members from each country.

CSO: 5200/8204

FISHERMEN SEEK BIGGER BOATS TO EXPLOIT 200-MILE ZONE

Wellington THE EVENING POST in English 7 Oct 81 p 8

[Text] New Zealand's commercial fishermen have again voiced their determination to obtain bigger boats — up to 11 vessels could be brought in by the major fishing companies such as Auckland-based Sanfords, Timaru-based Kenton Trawling Co, Christchurch-based United Fisheries, and Dunedin-based Globe Fisheries.

According to the liaison officer of the NZ Federation of Commercial Fishermen, Mr Ian McWhannell, the Government needs to assist the industry with the purchases which could amount to around $30 million.

"If they start the pump, the New Zealand fishing industry will keep the water flowing," Mr McWhannell said.

Mr McWhannell believes that seven to 11 New Zealand-owned trawlers are needed before the local industry can fully exploit the fish within the 200-mile exclusive economic zone.

"We could have purchased boats like the Somerset Maugham and the C S Forrester last year, but the Government was supporting joint ventures," he said.

"There are plenty of boats available in Europe because EEC countries have imposed 200-mile zones and have displaced many boats from the European continental shelf.

"Some overseas skippers are prepared to settle in New Zealand with their boats, and leave 50 percent of their money in the vessel which will eventually become a New Zealand boat worked by a New Zealand crew," Mr McWhannell said.

Both the NZ Fishing Industry Board and the Ministry of Agriculture and Fisheries support the fishermen's desire to independently fish the 200-mile zone.

Under the Law of the Sea Agreement, the New Zealand fleet has always been first in the pecking order followed by joint venture boats and licensed boats.

CSO: 5200/9070

FISHERMEN DIVIDED OVER PROBLEM OF EXPORTS TO AUSTRALIA

Wellington THE EVENING POST in English 7 Oct 81 p 10

[Article by Karen Dabrowska]

[Text]

New Zealand's fishing industry representatives are divided about ways to prevent a recurrence of the problems which brought an Australian fishing industry delegation to this country two weeks ago.

Delegation leader Mr Peter Doyle claimed that New Zealand exports of orange roughy had depressed fish prices in Australia to such an extent that deep water trawlermen had to tie up their boats.

Mr Ian McWhannell, the liaison officer of the New Zealand Federation of Commercial Fishermen, said that his federation "will certainly be supporting an industry presence in Australia to monitor pricing structure and quality control.

"Because of the problems that have now been brought to our attention, we should be giving some thought to promoting the ideal that the NZ Fishing Industry Board become more directly involved in marketing," Mr McWhannell said.

But the manager of the fishing industry board's economics and marketing division, Mr Russell Armitage, believes differently. "New Zealand knows the market through regular contacts, those New Zealand companies who service Australia, and through on the spot trade representatives," he said.

"Even if we had someone in Australia it could not prevent companies selling in a market where they have a right to sell," he said.

Mr Armitage believes that the Australian market has now taken as much orange roughy as it can absorb.

"The problems were bound to have occurred the first time a new species was caught. The full allowable quota was taken from New Zealand waters and this is unlikely to happen again," he said.

The secretary of the New Zealand Seafood Processors & Exporters Association, Mr I R Hamilton, is also against the appointment of a representative.

"We are dealing with a considerable number of importers and wholesalers and must reserve our right to make our own arrangements in a very competitive environment," he said.

"Apart from a few ups and downs the arrangements we have made until now have worked very satisfactorily from the point of view of the Australian consumer, Australian traders — be they marketers or wholesalers — New Zealand fishermen and New Zealand exporters," Mr Hamilton said.

"We are served by trade representives in Sydney and Melbourne and I doubt very much whether one person in the extremely complex Australian market could give us better advice than that already obtained.

The chief agricultural economist (fishing) of the Ministry of Agriculture and Fisheries, Mr Ian Clark, agrees that we have sufficient representation in Australia through our high commission in Canberra and through trade posts in Sydney, Melbourne, and Perth.

"Joint venture boats have been blamed for the problem but it has also been caused by structural difficulties in Australia's fishing industry.

"The joint venture companies are companies which have been registered in New Zealand and which are chartering foreign boats.

"If all the joint venture boats left tomorrow they would be replaced by New Zealand vessels like Wrightson's 'Otago Challenge' which is also catching orange roughy," Mr Clark said.

"Who catches the fish is irrelevant because they will still market it in Australia."

Mr Clark believes that "New Zealand does not have a problem — it's basically an issue the Australian fishing industry will have to resolve."

CSO: 9070

PETROCORP SEARCH FOR OIL INCLUDES OFFSHORE DRILLING

Wellington THE EVENING POST in English 17 Oct 81 p 2

[Text] Petrocorp plans to spend its $300 million Government grant on a near continuous on-and-off shore drilling campaign stretching over several years and involving up to 20 wells.

However, Petrocorp's chairman, Mr F A Reeves, says there are still no guarantees of an oil strike.

In a statement, he said: "The budget proposed will enable a virtually continuous drilling programme to be maintained in the on shore areas, as well as a programme in which an off shore drilling rig can be continuously employed on the New Zealand coast, with hopefully up to 20 wells being drilled in the next few years."

"While this activity will certainly not guarantee a discovery, none the less the discovery rate is directly related to the amount of information accumulated by seismic work and the number of holes drilled."

Mr Reeves said the three-year grant would allow for the most intensive drilling programme ever undertaken in this country "but one which is quite realistic in terms of attempting to move New Zealand towards greater self-sufficiency in liquid hydrocarbons."

The money would be spent on major programmes Petrocorp had been developing over the past 12 months.

Included would be on and off shore exploration in Taranaki in an area covering the central portion of the Taranaki basin, running down in to Golden Bay.

This area included the successful Maui, Kapuni and McKee oil and gas fields.

What Mr Reeves described as "the traditional partnership" of Petrocorp Exploration, Shell, BP and Todd would continue to operate and was undertaking an extensive seismic programme which should result in more wells being drilled.

However, he said the bulk of offshore exploration would be carried out by new partners with Petrocorp.

The Government had advertised exploration blocks in this area, which had attracted the biggest companies in New Zealand and Australia, plus a number of firms from other countries.

Local companies, including Fletcher Challenge, New Zealand Oil and Gas and New Zealand Petroleum would be involved. Others included Tricentrol North Sea, Hematite Petroleum, (a subsidiary of Broken Hill Proprietary), Diamond Shamrock Oil, Whitestone New Zealand (a subsidiary of Whitestone International) and Exoil Limited.

Petrocorp would be involved in exploration in 10 new blocks, holding a 51 percent interest in seven and a 25.5 percent interest in the remainder.

Mr Reeves said the Government money would also finance work off the Southland coast. Here a 2500 kilometre seismic survey covering the Great South Basin and Campbell Basin areas were being done for the Petrocorp-Hunt Petroleum-Phillips Petroleum partnership.

Share

Petrocorp held a 51 percent interest in this project.

Most of the onshore exploration work would be centred in the Taranaki Basin, but Petrocorp would also exercise its concessions in the Gisborne area and on the West Coast.

□ It was confirmed through the office of the Minister of Energy, Mr Birch, that the $300 million allocated for offshore exploration would be budgeted over four financial years, beginning from 1982-83.

Accordingly, it wouldn't be until next year's estimates, traditionally tabled in Parliament on budget night, that the exploration cost would show in the energy vote.

CSO: 5200/9070

END

JPRS 79674

16 December 1981

Worldwide Report

LAW OF THE SEA

No. 179

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LAW OF THE SEA

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OBJECTION RAISED ON SYRIAN TERRITORIAL WATERS CLAIM

NC100945 Istanbul TERCUMAN in Turkish 7 Nov 81 pp 1, 14

[Sedat Sertoglu report]

[Text] Turkey has officially notified Damascus that it will not recognize Syria's decision to extend its territorial waters to 35 miles. Competent officials of the Foreign Ministry have stated that from Turkey's standpoint, Syria's territorial waters are 12 miles and that their extension to 35 miles will not be recognized. High-ranking Foreign Ministry officials, who wanted to remain anonymous, have stated that Turkey will continue to consider waters outside the 12 miles as international waters. They have expressed the hope that the Syrian authorities will not interfere with Turkish ships sailing these waters.

In the views officially communicated to Damascus by the Foreign Ministry, it is stated that Turkey is ready to "participate in talks which will define the fishing areas of both countries." The Foreign Ministry officials have also stated that Syrian allegations that the "extension of the territorial waters to 35 miles is not intended to be against Turkey are invalid" and that they will not concur with this "fait accompli."

As is known, some time ago Syria announced that it had extended its territorial waters to 35 miles. Under these circumstances, there is only a distance of 10 miles between this country's territorial waters and the territorial waters of the Turkish Cypriot sector of Cyprus.

Relations between Turkey and Syria, which have been strained for some time, have worsened even more following the extension of the Syria territorial waters to 35 miles. Recalling that Syria, which enjoys the support of the Soviet Union, has been adopting adverse attitudes toward Turkey on all platforms, the Foreign Ministry officials stated that this state has also rejected all calls by Turkey to negotiate the Syrian-Turkish frontiers.

On the other hand, Syrian head of state Hafiz al-Asad delivered a speech during his visit to Bulgaria as the guest of Bulgarian head of state Zhivkov, in which, without naming Turkey, he uttered words which run counter to all diplomatic rules of etiquette. The Turkish Foreign Ministry has established that in a speech he gave in honor of the Bulgarian head of state, Hafiz al-Asad said that "before winning their indepedence, both Syria and Bulgaria were under the yoke of the same despotic country." Following this speech by Hafiz al-Asad, the Foreign Ministry officials requested information from the Turkish Embassy in Sofia. The text of this speech, to which high-ranking Trukish diplomats have reacted strongly, is going to be carefully studied in Ankara. When the text has been carefully examined, Turkey is expected to issue a tough warning to Syria.

On his way to Bulgaria, Syrian head of state Hafiz al-Asad had flown over Turkey and had sent Ankara a good will message. In return, Ankara had sent Hafiz al-Asad its best wishes.

CSO: 5200/2017

BRIEFS

TAIWANESE TRAWLERS HELD--Cochin, Nov 6 (UNI)--A Taiwanese fishing trawler 'Duan Long' operating off the Wedge Bank about 290 km from here was seized by Indian naval ship Brahmaputra on Wednesday and was brought here, according to an official spokesman. [New Delhi PATRIOT in English 7 Nov 81 p 4]

CSO: 5200/7008

BRIEFS

200-MILE ZONE TO BE ENFORCED--Fiji will begin enforcing its 200-mile economic zone next month. A Radio Australia correspondent in the capital, Suva, says the decision by cabinet will bring into effect regulations drawn up under Fiji's marine spaces act, covering the conservation and management of fisheries resources and the licensing of foreign fishing vessels. The government also will prepare legislation to finalize the boundaries of the 200-mile economic zone around its outlying islands. Our correspondent says Fiji has been holding talks with other Pacific Island governments to try to get agreement in areas where its boundaries overlap those of other countries. [Text] [BK200809 Melbourne Overseas Service in English 0500 GMT 20 Nov 81]

CSO: 5200/4506

MINISTER ON FISHING DECREE, POLICY, PROSPECTS

Paramaribo DE WARE TIJD in Dutch 22 Oct 81 p 2

[Text] Last Tuesday, 20 October, Minister of Agriculture, Cattle Breeding, Fishery, and Forestry F.W. Vreden opened the "Technical Workshop for Fish Inventories in the Waters of the Surinamese Continental Shelf." It happened in Hotel Torarica. The government leader used this occasion to deliver the following speech:

Fishery Decree and Rights of the Sea

I warmly welcome all of you at the opening of the Technical Workshop of Fish Inventories in the Waters of the Surinamese Continental Shelf. This workshop is the finishing touch to 2 years of fish research by the vessel Bonito in our territorial waters and the adjoining economic zone as the result of the fishery agreement on cooperation between our country and the Federal Republic of Germany.

Although Suriname already extended its territorial waters to 12 miles by the act of 14 April 1978 and established an economic zone of 188 miles with sovereign rights of exploration, exploitation, preservation, and management of living and inanimate resources on the bottom of the sea, underneath it, and in the waters above it, it was not until December 1980 before the Fishing Decree took effect. The desirability of uniform management for the territorial sea as well as the adjacent economic zone, together known as the fishing zone, necessitated the Fishing Decree. Although the conference for rights on the sea has not yet ended, the Fisher Decree is in accordance with its draft of legislation on the new rights of the sea.

In addition to rights, coastal nations will also have duties:

In the economic zone coastal nations must determine admissable catches, they must therefore determine the size of the fish population as well as the intensity of fishing activities it can bear;

for proper management and preservation they must prevent excess catches of fish;

populations of exploited species of fish must be brought up to par and maintained at such levels;

attention must be given to interdependent and related species of fish.

Scientific, statistical, and other data must be published and if the size of the national fishing fleet has insufficient capacity to exploit the total admissable catch other nations must be allowed to catch the surplus of the admissable catch of a coastal nation but the following points should be taken into account:

the importance of fishing and other national interests for the economy of a coastal nation;

the rights of nations cut off from the sea and geographically disadvantaged;

the need for a share of the surplus for developing nations of the area;

minimizing economic disruption in nations whose subjects used to fish in these waters or performed there substantial fishery explorations.

National Fishery

Suriname is aware of these internationally recognized duties, especially concerning its own region. However, the present government is even more aware of its duty to develop a truly national fishing industry in our country.

The first step is research of the supplies and inventories of fish in our shallow coastal waters. Admittedly there was research in the past: In 1957 Higman conducted over a period of 3 months surveys of supplies of fish and shrimp on board the vessel Coquette. From 1969 to 1973 the vessel Calamar of the Regional Caribbean Fishery Development Project conducted research in our seas which yielded encouraging data for an industry relying on catching and processing fish. In the early 1970's Brazil completed the process of establishing a 200-mile territorial sea and our neighbor nations established later economic zones which made new research necessary because of changed conditions.

Because of the very limited access of foreign or regional fleets to these waters allowing more intensified fishing activities in our waters, it became evident that conditions concerning fish supplies in our waters had changed.

National Exploitation

National exploitation and management of the potential with results benefitting our country and our people in the first place is the basis of the present development of fishing activities. Such management should at least be based on the following points.

1. Creating conditions which will allow production, processing, and selling of fish to contribute as much as possible to our national economy:

Increasing production and productivity;

supplying the domestic market on a regular basis with quality products for acceptable prices and increasing fish exports against competitive prices on foreign markets;

stimulating increased contributions of foreign fishing companies to the development of the national fishing industry;

expanding employment.

2. Promoting prosperity and contributing to the welfare of workers and the fishing industry:

seeing to it that workers in the fishing industry receive wages equal to those of comparable groups;

contributing to the common welfare as regards living conditions and working conditions.

3. Promoting conditions which stimulate fishing as recreational use of rivers, lakes, and canals:

Seeing to it that our inland waters are expanded, improved, protected, and well managed;

Seeing to it that our inland waters are abundantly stocked with fish, preferably of native origin.

4. Contributing to a well balanced international and regional cooperation regarding fishing:

Promoting rational exploration, exploitation, maintenance, and management of the same fish populations in a regional context.

The execution of projects and programs based on the above-mentioned premises will require distinct information on fish supplies and inventories: size, areas, and seasons; based on these data funds for the development of the fishing industry will have to be made available.

10319
CSO: 5200/2009

FIXED LINK ACROSS GIBRALTAR STRAIT DISCUSSED

Rabat L'OPINION in French 12 Oct 81 pp 1, 2

[Interview with Mohamed Kabbaj, head of the mission to the Royal [Spanish Government and chief of the project to build a fixed link across the Straits of Gibraltar, by Nassiri Mustafa, date and place not given]

[Text] Yesterday, an idea which has long been an intriguing fantasy became a reality: A reality in the form of the royal meeting between his majesty King Hassan II and his majesty King Juan Carlos, who immediately decided to begin working toward the realization of that grandiose project, the fixed link between Europe and Africa across the Straits of Gibraltar.

It will be recalled that the first steps toward actualization of the project were the establishment of the Joint Hispano-Moroccan Commission, from which emerged two research firms, the Moroccan one being the National Straits Research Company (SNED).

It will also be recalled that his majesty the King, who attaches special importance to this project, named Mr Mohamed Kabbaj to personally watch over the implementation of the project.

In the following interview which he gave to L'OPINION, Mr Kabbaj discusses the unfolding of the various phases of the project and emphasizes the many benefits our country cannot fail to realize from the fixed link, once it is built.

[Question] Doubtless the proposed fixed link across the Straits of Gibraltar will mean a revolution in technology and communications. Would you tell us, Mr Kabbaj, how the idea was born?

[Answer] The history of this project deserves full explanation. I will confine myself to saying that the idea was born in the minds of great engineers who dreamed of great projects. After the opening of the Suez and then Panama Canals, many engineers gave thought to proposals to build a link across La Mancha and Gibraltar.

Ideas along this line go back to the end of the 19th Century, around 1860. From that time on, the idea haunted the minds of the great engineers, especially Spanish engineers during the occupation of northern Morocco.

After the Rifa war, the idea had a great deal of appeal, for strategic and economic reasons.

Other countries were also interested, especially France during the years of the occupation of Algeria. After the discovery of natural gas in Algeria, France thought about transporting the gas by means of a system of pipelines across the Straits of Gibraltar. So several projects relating to the Straits and a Spain-Morocco link were born.

But the idea did not really come to life until after the royal meeting between his majesty King Hassan II and his majesty King Juan Carlos in June 1978. That meeting really got the project started, since the two heads of state decided that Spain and Morocco would cooperate to build this great construction.

This is the basic history and the broad lines of the idea of a link across the Straits of Gibraltar.

[Question] From time to time, we hear talk of missions or projects related to research--already begun--preparing for the construction of the link. Can you tell us about them?

[Answer] We began be defining the first task completed after the royal decision: We proceeded to establish a joint commission set up following the signing of an agreement between the Moroccan and Spanish Governments. This joint commission itself created two research companies--including the National Straits Research Company (SNED).

His majesty the King named his royal highness Prince Moulay Hassan Bel Mehdi to head that company.

The first task of the joint commission was to establish a rational series of studies concerning the scope of the project, the advanced technology in every domain that would be needed. To this end, the commission contacted many experts.

Three main phases were established for the unfolding of the program.

(1) Preliminary Phase.
(2) Pre-feasibility Phase.
(3) Feasibility Phase.

The preliminary phase, which has begun, itself includes two sub-phases: That of general studies or diagnosis, which has been under way since the beginning of the year and which will conclude within the next few months.

This is a very important stage, in which several Moroccan and foreign experts are taking part in the research. It is going to pull together what is known about the straits as well as the main conclusions that can be drawn from that data. The studies will cover such areas as:

- Physical data: Geology, oceanography, etc.
- Different types of feasible constructions and their design.
- A monograph on the economics.
- Legal aspects.

With these studies, we will have taken an important step and be moving forward to the next stage in accomplishment of our task.

For the preparation of this assessment, we have carried out a number of exploratory operations and physical surveys, organized technical symposia to get the advice of internationally known experts. We are going to begin a second phase, which is the stage of the preliminary study per se, which will begin upon completion of the diagnostic study (early 1982-summer 1982).

That study is going to complete the preliminary phase, which should have two primary results:

- A decision on the general concept of the link (construction).
- The approximate cost of the type of link chosen and its economic and general utility.

Then we will embark on what are called detailed studies.

[Question] This is an enormous project, which mupt overcome both technological and legal problems, among others. Can you tell us about the most serious ones?

[Answer] The problems in every branch of this project are many and complex. In every domain it touches, this project is a world "first." For example, in terms of the very great depth of the waters in the Straits, the concept of building something in those depths, the whole thing is new and unique.

Similarly, given the physical conditions in the Straits, which are unusual and peculiar, we find ourselves facing problems that can only be resolved in exceptional and original ways.

With respect to legal questions, the problem is rather complex, since it involves the latest contemporary ideas on law of the sea, on which numerous international conferences have been held. These terribly complex questions continue to be the subject of debates.

In that domain, several Moroccan and Spanish experts are working together to find appropriate solutions to these problems.

[Question] Fairly sizable projects have been built here and there around the world. They connect land separated by fairly large stretches of the sea. Would any of them be comparable with the Hispano-Moroccan fixed link?

[Answer] In fact, there is the example of the tunnel in Japan, the Seikar tunnel. It is a very big project, in terms of the size--54 km long--and connects two of Japan's islands. While that project is an interesting and original example, we do not think one could say it is exactly the same as what we propose to build.

For our part, we must confine ourselves to the conditions of land and sea, which are in fact different.

[Question] Several approaches to the building of this project have been advanced. The final decision on the type of construction cannot be made until after the studies have been completed. Would you tell us, Mr Kabbaj, about the different solutions being promoted?

[Answer] The solutions are very diverse. Some are on the surface: Bridges. Several versions of this kind of project might be envisaged. Or subterranean. For the moment, we are not dismissing any possibility, for we do not want to make a precipitous decision. Our decision should be based on objective and rational factors.

The point of the preliminary sturies is just precisely to compare the various solutions in terms of their advantages and disadvantages technically, economically, legally, and with regard to their effect on the environment, and also in terms of their political and strategic significance and security and effects on security.

All these factors will be taken into consideration in the final decision.

[Question] Have other countries shown their interest in the project, for example by taking part in the studies that are under way?

[Answer] Several countries have shown interest in the studies for thos project. Some of them are already participating. Others will later on. I think that, given the importance of the project and the sophisticated technology that will be required, we will have to bring in specialists in the most unusual disciplines, in which there are only a few real experts in the entire world, in order to get a grasp on the essential factors we are studying.

Such a project, which will connect two continents, must be considered in relation to the levels of communication possible for the countries of the two continents.

All the countries we have contacted--as well as the international organizations--have expressed great interest in the project. We have seen this in the Arab world, where several resolutions in support of it have been adopted. Several European organizations, such as the United Nations Economic Commission for Europe, the EEC, the conference of European transportation ministers, the international railroad union, and other organizations have expressed their interest and given their support to the project. The same level of interest has been aroused in Africa.

[Question] Can you tell us, Mr Kabbaj, about tne road and rail implications of the project?

[Answer] The Straits are the junction point between two important and complementary continents. The link across the Straits can only really be useful if it is supplemented by a new concept of trade between the North and South, and thus a new concept of the systems that will carry that trade. In that connection, the project study will contain proposals relating to all the systems which will arrive or end at the link itself, whether they are roads, railroads, or pipelines. Already, we have a number of ideas as to the design of these systems, which have been presented before international bodies. The project has given both Africa and Europe--and Africa in particular--a new vision of the networks connecting them. Europe was neglecting its southwestern region (Spain in particular) and very few European trunk lines terminate there, though now Europe realizes that these lines should extend beyond Spain and the Strait of Gibraltar. Just as Africa realizes that trade from North Africa and sub-Saharan Africa have to cross our country to reach Europe via the Straits of Gibraltar.

[Question] Morocco and Spain are both cognizant of the benefits that cannot fail to be realized from this new communications link once it is complete. Prospects are very promising, it is said...

[Answer] The project is a grandiose one in its own right, construction of which will create thousands of jobs both in northern Morocco and souther Spain, and it will also have major impact on the varioup other sectors of the economy, in particular on tourism, which will certainly have enormous growth. In terms of industry and agriculture, the project will have positive impact in the sense that our country's products will be competitive on European markets, just as our country will be able to import products at lower cost. Morocco and Spain will thus become the nexus of communications between Europe and Africa and will certainly benefit from that position.

[Question] Some rough estimates as to the cost of the project have been made, but it is obvious that the cost can only be determined with any precision after the studies are completed. Could we have the order of magnitude?

[Answer] It is at present very difficult to cite numbers. However, I will give you some approximate costs for projects of comparable size. The Seikan tunnel in Japan cost--in current money--some 10 billion dirhams. It is estimated that the tunnel under La Mancha (about 50 km) will cost at least 6 billion dirhams, even using the least costly design. These are only orders of magnitude, for the very notion of cost is difficult to pin down until the nature of the project has been spelled out. There is a difference between a tunnel and a bridge, between a one-track railroad tunnel and a two-track tunnel.

[Question] One sure benefit for Morocco: The project is a chance for Moroccan technicians and cadres to get new training and experience....

[Answer] In fact, it is a chance to enlist the participation of Moroccan researchers and cadres in a high-technology project and to familiarize them with the most diverse techniques. Highly skilled nationals in a number of technical branches are participating in this project. SNEP will try to involve people in very field, in both the private sector and the academic world.

[Question] The proposed fixed link across the Straits will turn Morocco into a tree with its roots in Africa and its foliage in Europe....

[Answer] The project does highlight the key position Morocco occupies, with shorelines on the Mediterranean in the north and on the Atlantic in the west, responsible along with Spain for guarding the Strait, which is one of the most important passages and maritime lanes in the world. We will take great pride in building this project, which testifies to the strategic position our country occupies.

9516
CSO: 5200/5002

NEW MARITIME TRADE LAW CITED

Beirut THE ARAB WORLD WEEKLY in English No 643, 21 Nov 81 p 21

[Text] A new Maritime Trade law was ratified last week by the UAE President Sheikh Zayed Ben Sultan Al Nahyan. UAE vessels are granted by this law priority in carrying imported and exported goods. The new law forbids non-UAE vessels from trading between the country's ports without a special permit issued by the Ministry of Communications.

The 420 articles of the law define ships, their nationalities, mortgage procedures, precautionary seizures, collisions at sea, insurance, renting of vessels and contracts for the transportation of goods and people.

The law stipulates that at least 51 percent of the capital of public companies established in the UAE for the ownership of ships must be owned by UAE citizens. The majority of members and the chairman of the board of directors of these companies must also be UAE nationals.

In the case of companies with limited liabilities, at least 51 percent of their capital must be owned by nationals and the companies' managing directors must be UAE nationals.

The law calls for the establishment of a naval inspection department at the Ministry of Communications which will be in charge of the registration of vessels.

Registered vessels shall carry the UAE flag except those used for pleasure outings (or trade providing the total loading capacity does not exceed 10 tons), tugs, and other floating equipments used in the country's ports.

The Maritime law was approved by the Cabinet on October 26. It also regulates the entry and exit of ships and stipulates that the UAE establish a merchant fleet flying the UAE flag to promote internal and external trade.

CSO: 5200/4704

BRIEFS

AGREEMENT WITH EQUATORIAL GUINEA--Lagos, 30 Nov (NAN)--Nigeria has signed a fishing rights agreement with Equatorial Guinea, the minister of state for agriculture, Chief Olu Awotesu, said in Lagos today. The minister told the News Agency of Nigeria (NAN) that the agreement provided for licensed fishermen from Nigeria to fish "in the fish resources of Equatorial Guinea, while their vessels could berth and refuel in that country." The minister said that the agreement was part of the federal government's effort to boost food production, adding that it would also improve relations between Nigeria and Equatorial Guinea. Chief Awotesu said that under the agreement, 20 fishing vessels from Nigeria would be allowed to ply the territorial waters of Equatorial Guinea for fishing operations at any given time. The agreement, which is valid for 5 years, is subject to renewal for another five years. Chief Awotesu said that Nigeria "is to renew its fishing agreement with Mauritania while an agreement would soon be signed with Senegal on fishing rights." Chief Awotesu signed the agreement on behalf of the federal government, while the Equatorial Guinean minister of agriculture, [word indistinct] fishing and forestry, Mr Don Emiliano Borico, signed on behalf of his country. [Text] [AB301612 Lagos NAN in English 1552 GMT 30 Nov 81]

CSO: 5200/5614

ICELAND, NORWAY REACH AGREEMENT ON JAN MAYEN LIMITS

Foreign Ministers Sign Pact

Reykjavik MORGUNBLADID in Icelandic 23 Oct 81 p 22

[Article: "Delimitation Based on Iceland's 200 Miles--Combined Exploitation of 45,000 Square Kilometers"]

[Text] Yesterday the foreign ministers of Norway and Iceland signed an agreement between the countries regarding the continental shelf area between Iceland and Jan Mayen. In the first article of this agreement it is stated that the delimitation of the continental shelf will be based on Iceland's 200-mile economic zone with regard to Jan Mayen. The agreement also contains provisions about exploration and exploitation of two areas south and north of the 200 mile limit where it is considered most likely that oil might be found.

This agreement, which is in 10 parts and was signed by Sven Stray and Olafur Johannesson, will now be submitted to the Norwegian Storting and the Icelandic Althing. That is being done based on proposals submitted in May this year by a Conciliation Commission appointed by both countries.

The special areas, with which most articles of the agreement deal, are 32,750 square kilometers within Norwegian jurisdiction at Jan Mayen and 12,720 square kilometers within the Icelandic jurisdiction. The provisions in the agreement refer to how primary research of the deposits, exploration drilling and exploitation should be conducted in these areas if oil is found there. The agreement also includes provisions for appealing to the Conciliation Commission if one party thinks that the other party does not sufficiently maintain security or environmental protection.

The Norwegian Petroleum Directorate is in charge of all primary surveys in these areas and will pay all related costs, but both parties benefit from the resulting data. With regard to more detailed surveys, the rule provides that both parties can grant exclusive exploration and production licenses on a joint venture contract. Petroleum companies could be allowed to participate in such contracts. Iceland is to be entitled to 25 percent participation in such petroleum activities within the Norwegian area and is entitled to enter into the venture at any

stage. The Norwegians have the right to 25 percent participation within the Icelandic area. The Norwegians shall seek to arrive at an arrangement whereby both the Norwegian and Icelandic percentage of the costs of such petroleum activities are carried by the company (or companies) up to the stage where commercial finds have been declared. The Icelanders do not share the same obligation regarding their area.

After a statement has been made that a commercial find has been discovered, each party will carry its cost of continuing projects in the area based on its share in the respective contract.

Text of Agreement

Reykjavik MORGUNBLADID in Icelandic 23 Oct 81 p 15

[Article: "Agreement on the Continental Shelf Between Iceland and Jan Mayen"]

[Text] The governments of Iceland and Norway

Desiring to determine the delimitation line on the continental shelf in the area between Iceland and Jan Mayen,

Having agreed, by entering into the Agreement of 28 May 1980 on fishery and continental shelf questions, on the extension of the economic zone of Iceland to 200 nautical miles, also in those areas between Iceland and Jan Mayen where the distance between the baselines is less than 400 nautical miles,

Having agreed in Article 9 of the above mentioned Agreement that the Parties should jointly appoint a Conciliation Commission to submit recommendations with regard to the dividing line for the shelf area between Iceland and Jan Mayen and having jointly appointed such a Commission,

Having in May 1981 received the Conciliation Commission's unanimous recommendations to the effect that the delimitation line between the two Parties' parts of the continental shelf in the area between Iceland and Jan Mayen shall coincide with the delimitation line for the economic zones, and that cooperation between the two Parties be established in connection with the exploration for and exploitation of hydrocarbon resources in a specified area between Iceland and Jan Mayen on both sides of the delimitation line, and

Finding it possible to proceed on the basis of the Commission's recommendations

Have agreed as follows:

Article 1

The delimitation line between the Parties' parts of the continental shelf in the area between Iceland and Jan Mayen shall coincide with the delimitation line for the Parties's economic zones.

Article 2

The provisions in Articles 3 to 9 apply in an area defined by the following coordinates:

70°35'N
68°00'N
10°30'W
6°30'W

Article 3

In the first exploration phase, aimed at a systematic geological mapping of the area defined in Article 2, the Parties shall jointly carry out seismic and, if necessary, magnetic surveys. The practical implementation of these surveys shall be the task of the Norwegian Petroleum Directorate on the basis of plans elaborated by the two Parties' experts jointly. The costs of the surveys shall be borne by the Petroleum Directorate of the Norwegian State, unless the Parties otherwise agree. Norwegian and Icelandic experts shall have the opportunity to participate in the surveys and in the assessment of the resulting data on an equal footing. The data and their assessment shall be submitted to the authorities of the two Parties. They shall be treated as confidential, unless the Parties otherwise agree.

If there is any net profit from the sale of seismic or magnetic data to companies or organizations, such net profit shall be shared by the two Parties on a basis agreed between them.

Article 4

If the surveys mentioned in Article 3 indicate that it is desirable to carry out more detailed surveys of special fields in the area, including more detailed seismic work and the commencement of drilling, any exclusive exploration and production licenses in respect to such special fields shall be based on joint venture contracts, unless the Parties agree on some other form of contract. The Parties may agree to allow governmental petroleum companies to participate in such contracts.

Article 5

In the part of the area defined in Article 2 north of the delimitation line between the two Parties' economic zones (approximately 32,750 square kilometers), Iceland shall be entitled to participate with a share of 25 percent in such petroleum activities as are referred to in Article 4. In negotiations with outside governmental or non-governmental petroleum companies, Norway shall seek to arrive at an arrangement whereby both the Norwegian and the Icelandic percentage of the costs of such petroleum activities are borne by the company (or companies) concerned up to the stage where commercial finds have been declared.

If it is not possible to obtain an arrangement whereby the two Parties' costs are borne by the company (or companies) concerned, the Parties shall initiate negotiations on the possibility of conducting the operations as a joint venture where

each of them carries its own costs, or where they share the costs. If Iceland does not wish to participate on this basis, Norway may proceed on its own. If commercial finds are declared, Iceland shall be entitled, at this stage, to enter into participation with its own share in return for reimbursing Norway for that share of the costs incurred up to this juncture, which would correspond to Iceland's share if Iceland had participated from the outset.

Norwegian legislation, Norwegian petroleum policy and Norwegian regulations relating to the control of such activities, safety measures and environmental protection shall apply to the activities in the area referred to in the first paragraph. The Norwegian authorities shall also be responsible for enforcement and administration in the said area.

Article 6

In the part of the area defined in Article 2 south of the delimitation line between the two Parties' economic zones (approximately 12,720 square kilometers), Norway shall be entitled to participate with a share of 25 percent in such petroleum activities as are referred to in Article 4. In negotiations with outside governmental or non-governmental petroleum companies, Iceland shall not be bound to seek to arrive at an arrangement whereby the Norwegian percentage of the costs of such petroleum activities are carried by the company (or companies) concerned.

Icelandic legislation, Icelandic petroleum policy and Icelandic regulations relating to the control of such activities, safety measures and environmental protection shall apply to the activities in the area referred to in the first paragraph. The Icelandic authorities shall also be responsible for enforcement and administration in the said area.

Article 7

After a find has been declared commercial, each of the Parties shall bear its costs in the further development of the field in proportion to its share under the contract concerned.

Article 8

If a hydrocarbon deposit lies on both sides of the delimitation line between the two Parties' economic zones, or lies in its entirety south of the delimitation line, but extends beyond the coordinates stated in Article 2, the usual unitization principles for the distribution and exploitation of the deposit shall apply. The more detailed rules to be applied in such cases shall be agreed between the Parties.

If a hydrocarbon deposit lies in its entirety north of the delimitation line, but extends beyond the coordinates stated in Article 2, the deposit shall in its entirety be considered to lie within the coordinates, cf. Articles 5, 6 and 7.

Article 9

If one of the Parties considers that the regulations relating to safety measures and environmental protection referred to in Articles 5 and 6 fail to provide

adequate protection when exploration or production operations are carried out in the area defined in Article 2, the Parties shall consult each other, cf. Article 10 in the Agreement of 28 May 1980 on fishery and continental shelf questions. If, during such consultations, the Parties fail to agree, the question shall be referred to a Conciliation Commission consisting of three members. The Parties shall not commence or continue such operations before the Conciliation Commission's recommendation is available, unless there are weighty grounds for so doing.

Each of the Parties shall appoint one member of the Commission. The chairman of the Commission shall be appointed by the Parties jointly.

The Commission's recommendations shall be submitted to the two Governments at the earliest opportunity. The recommendations are not binding on the Parties, but during their further discussions the Parties shall pay reasonable regard to them.

Article 10

This Agreement shall enter into force when the Parties, by an exchange of notes, have notified each other that the necessary constitutional procedures have been completed.

In witness whereof the undersigned plenipotentiaries have signed this Agreement.

Done at Oslo on 22 October 1981 in duplicate in the Icelandic and Norwegian languages, both texts being equally authoritative.

Iceland's Foreign Minister Comments

Reykjavik MORGUNBLADID in Icelandic 23 Oct 81 p 15

[Article by Frida Proppe: "Olafur Johannesson on the Jan Mayen Issue: Should be an Example for Other Countries"]

[Text] Oslo. "I consider these very sound agreements, sensible, reasonable and useful. They should set an example for other nations in international relations," said Olafur Johannesson, foreign minister, when he was asked his opinion of the agreement on the continental shelf in the area between Iceland and Jan Mayen, which he signed along with Sven Stray, foreign minister of Norway, a little after 10 o'clock yesterday morning.

Johannesson did not want to elaborate on the statement of the Norwegian Foreign Minister, Sven Stray, that the Norwegians conceded much more with regard to the conclusions of the agreement.

In continuation of the signed agreement, the foreign ministers discussed international affairs for about 2 hours. Johannesson was asked what the two ministers had discussed. "We politely discussed the international affairs in general, as well as the much discussed nuclear arms situation in the world and other things," he answered.

Johannesson said that he agreed with Stray that the limitation of nuclear arms was an issue that the NATO allies should discuss within the alliance.

With regard to Stray's statements that the Norwegians would not "put pressure on the Icelanders" regarding increased cooperation in the field of energy affairs and industrial affairs, Johannesson said, "We did indeed discuss the possibilities of increased cooperation in this field. As a foreign minister, however, I consider this to be a matter in the hands of minister of industry, Hjorleifur Guttormsson."

Paper Praises Agreement

Reykjavik MORGUNBLADID in Icelandic 23 Oct 81 p 16

[Editorial: "Norwegian Friendship"]

[Text] The Norwegians are receiving the president of Iceland, Mrs Vigdis Finnbogadottir, very graciously, as was to be expected as the friendship of the Norwegians towards the Icelanders is deep. During the royal reception in Oslo, the President of Iceland said very aptly: "...we share many precious things. Our friendship is deep and sincere. We have better than others preserved the language of our forefathers and traditions related to that." The friendship comes through during different relations between the nations. In connection with the visit of the president to Norway, the foreign ministers of the countries, Sven Stray and Olafur Johannesson, signed an agreement on the division and common exploitation of resources of the seabed between Iceland and Jan Mayen. Thereby formal agreements have been made about all factors for the so-called Jan Mayen affair which many predicted would ruin the friendship existing between the Icelanders and the Norwegians. We Icelanders can be pleased with the conclusion. It is also a matter of great pleasure that many people look at the agreement, as a whole, as an example for a sensible solution of sensitive disputes in other parts of the world.

In the speech that King Olav of Norway gave at a reception given in honor of the president of Iceland, King Olav said: "The extension to a 200-mile economic zone around our countries led to a dispute about an area in the ocean between Iceland and Jan Mayen, but as is the habit of good neighbors, an agreement was reached in the matter. I am of the belief that thereby the cornerstone has been laid for a meaningful cooperation between our countries in these areas." King Olav's belief should be supported and the justification of his following words should be emphasized: "In the defense of our democracy, both Iceland and Norway have been members of the North Atlantic Treaty Organization from the beginning."

9583
CSO: 5200/2007

SWEDEN FEARS DENMARK, FINLAND OVERFISHING BALTIC SALMON

Stockholm DAGENS NYHETER in Swedish 11 Nov 81 p 12

[Article by Caj Noren: "Salmon Soon Finished in Baltic: Too Much Fishing"]

[Text] Lulea, 10 Nov--"The situation is worse now than at any time during the 20th century!" This is how Fishery Inspector Osten Karlstrom of Norrbotten and Vasterbotten summarized last summer's investigations which show an alarming decline in reproduction of salmon in the unexploited rivers in northern Norrland. The main cause is too much fishing in the Baltic.

Practically all the natural salmon rivers, that is rivers where salmon reproduce naturally and not by cultivation, are in the two northernmost counties of Sweden. The rivers are Torne, Kalix, Pite and Vindel, and the smaller rivers Aby, Byske, Ore and Logde.

The situation is the worst in the Torne River. Here both river and coastal fishing have been very poor since the middle of the 1960's. The fishery inspector's investigation in the Torne River at the end of the 1970's was so alarming that the construction of a breeding station on the Kukkola Rapids was necessary.

"In the upper parts of the Torne River water system north of Pajala hardly 10 percent of the amount of salmon young that we have previously counted remains. Certain areas were entirely devoid of salmon, for example Lainio River, which was previously considered as the best reproduction area for the Torne River."

Exterminated

According to Inspector Osten Karlstrom, the Torne River today has only one-third of its original salmon reproduction remaining.

Later investigation has shown that the situation is similar in the Byske, Ore and Logde Rivers, and in the Pite River.

"In the Pite River and in the Ore River the salmon are on the verge of extermination. If the situation in these rivers continues 2 or 3 more years there is a great risk that we no longer will have any salmon reproduction in these rivers," said Osten Karlstrom.

On the other hand, salmon reproduction in the Kalix and Vinde Rivers has not been so severely affected.

"This is extremely serious. Certain stocks are in danger of extermination," said Osten Karlstrom.

Great Threat

The fishery inspector in "the upper northern district" knows what steps are necessary to save our natural salmon rivers.

- Planting cultivated salmon fingerlings in the Torne River, which began in 1980, should continue. The results so far have been good. But it takes 6 or 7 years before the full-grown salmon life cycle ends and they return to the Torne River to spawn--if they have not already been fished out of the Baltic and eaten...
- Construction of salmon traps to make it easier for the salmon to pass the obstacles to migration. In that way reproduction can be increased when the salmon fingerlings are spread over larger areas.
- Limiting of coastal, river and ocean fishing. Above all it is the ocean fishing which is the greatest threat to salmon survival. About 80 percent of all salmon are fished out of the Baltic by Swedes, Finns and Danes. Swedish fishermen are estimated to fish up only about 40 percent of the salmon from our Swedish rivers.

Cold Shoulder

The Fishery Department has worked for several years to get an agreement between the Baltic states on limiting salmon fishing, but efforts have been met with a cold shoulder.

"We are now going to plant salmon fingerlings in other threatened, natural rivers. But this is only artificial respiration. The situation will become untenable if we can not drastically limit salmon fishing in the Baltic."

In the Lule, Skellefte and Ume Rivers combined nearly half of all the cultivated salmon are raised which go out in the Baltic from Sweden. Furthermore, probably just as many are reproduced in the natural rivers. This reproduction could be increased by about 700,000 fingerlings if the inspector's wishes are fulfilled.

"Natural fingerlings equate to double the number of cultivated fingerlings because the natural fingerlings survive significantly better."

Of the total salmon reproduction in the Baltic, about 4.1 million fingerlings, the rivers in the Norrbotten and Vasterbotten counties produce about half. But still fewer of the fish which are hatched up here return.

Caption: In certain rivers the salmon are almost exterminated. Lainio River, for example, is entirely devoid of salmon, a river which was previously considered as the best reproducing area for the Torne River.

Other Countries Fishing 'Our' Salmon - Danes Take Most

"We are very disappointed that we can not get the other Baltic countries to join in limiting salmon fishing," said Director General Lennart Hannerz at the Fishery Department in Gothenburg. "Now instead it is Swedish fishermen who suffer from the limiting of fishing because other countries fish up too much of 'our' salmon in the Baltic."

Over a month ago this year's negotiations between the Baltic nations' fishery authorities ended in Warsaw. During the negotiations the Swedish delegation recommended that the total annual salmon catch in the Baltic should be limited to 1550 tons, which would be a 25 percent reduction. But this was not accepted.

"In the first place it was Denmark which led the opposition against limiting salmon fishing," said Lennart Hannerz.

Denmark, Sweden and Finland are the major salmon fishing nations in the Baltic. The Danish fishermen have for several years brought in the largest catches, even though their catch has been reduced during recent years.

Dependent

It is the fishermen on Bornholm who are the most dependent on salmon fishing. Many Bornholm fishermen divide their time between salmon and cod fishing.

"But Denmark does not spend much money on reproduction, despite their fishing so much salmon. We think this is wrong," said Director General Hannerz.

Besides Sweden, it is the Soviet Union which cultivates a significant amount of salmon. Of the total salmon reproduction in the Baltic, approximately 4.1 million fingerlings, the Soviets produce about 1 million and Sweden nearly 3 million. But while two of every three salmon come from Swedish rivers, Swedish fishermen catch barely one-third of the salmon caught in the Baltic.

Better Chance

Therefore there is no total control of salmon fishing in the Baltic for the summer of 1982. On the contrary, the Baltic states have agreed to a lengthening of the summer recess by about 14 days.

"This will give the northbound migratory salmon a somewhat better chance to reach their own rivers," said Lennart Hannerz.

The Fishery Department also expects the summer of 1982 to bring into practice that change in fishing regulations which gives the authorities the right to regulate fishing with fixed equipment along the Swedish coast.

"In this way we can also increase the migration up the rivers. But this is naturally going to hurt the coastal fishermen, not the least in Norrbotten." said Director General Lennart Hannerz of the Fishery Department.

It should be added that the stocks of salmon are also infringed upon by extensive amateur fishing with nets and fixed equipment along the Swedish coast. This fishing is entirely uncontrolled, and is not included in any statistic.

9287
CSO: 5200/2014

BRIEFS

NORWAY'S FISHERIES ENFORCEMENT ANGERS DANES--The Danish Sea Fisheries' Association is greatly dissatisfied with the fact that the Norwegian Inspectorate of Fisheries has lately seized and boarded a number of Danish fishing vessels, issuing warnings for even the slightest offences. "We have been unable to find any motives for the more rigorous attitude on the part of the Norwegian Inspectorate of Fisheries, but we have found that it has been manifested in several concrete situations," the chairman of the Danish Sea Fisheries' Association, Laurits Tørnæs, tells BERLINGSKE TIDENDE. Tørnæs says that Norwegian inspection vessels have boarded Danish cutters in Danish waters because they suspected the Danish cutters of having entered Norwegian territorial waters without reporting it to the Norwegian authorities. It is often difficult for the master of a fishing vessel to determine his position exactly enough to know whether he is in Norwegian or Danish territorial waters. Tørnæs goes on to say that the vessels have been seized for the sole purpose of finding out whether the quantity of fish caught in the hold corresponds, in terms of kilos, with the estimate of the volume of the catch entered into the log of the cutter. The chairman of the Danish Sea Fisheries' Association does not exclude the possibility that the more rigorous atttitude on the part of the Norwegians is an offshoot of the Norwegian defeat suffered in the fishing dispute at Jan Meyen some months ago. [Text] [Copenhagen BERLINGSKE TIDENDE in Danish 3 Nov 81 p 8] 7262

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24 December 1981

Worldwide Report

LAW OF THE SEA

No. 180

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24 December 1981

WORLDWIDE REPORT

LAW OF THE SEA

No. 180

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JAPAN, NEW ZEALAND FISHING EXPERTS AIR INDUSTRY PROBLEMS

Japanese Import Quotas

Auckland NEW ZEALAND HERALD in English 23 Oct 81 p 3

[Text]

Japanese quotas, restrictions on imports and and an over-supply of certain fish species are hindering the development of New Zealand's fishing industry.

Fishing experts from both countries, attending the Japan-New Zealand Businessmen's Conference at Auckland yesterday, have been taking a hard look at the industry and some "old chestnuts" have been pulled out of the fire for further debate.

Last year, Japan established itself as New Zealand's number one export market for fish, taking 38 per cent of the total.

Annoying Point

The New Zealand fishing industry is still greatly concerned about the restrictions and quotas on fish caught by New Zealand fishermen and by New Zealand - Japan joint ventures.

The point of annoyance is that there are no Japanese import barriers on the same fish caught in New Zealand waters by Japanese fishermen.

New Zealand fishing industry delegates have also blamed Japanese fishermen for flooding the Japanese market with certain species, such as squid.

Squid Catch

New Zealand fishermen say a greater portion of New Zealand squid may be caught by Taiwanese and other non-Japanese boats this season because the Japanese market is flooded.

Consideration is also being given to taking a greater portion of the squid catch by the trawling method, which is more suitable to New Zealand fishermen, than by the jigging method which the Japanese use.

New Zealand fishermen believe Japan should not impose any import restrictions on exports where Japanese licensed boats or joint-venture interests are also engaged in catching the same species in these waters.

Strict Hygiene Standards

Auckland NEW ZEALAND HERALD in English 24 Oct 81 p 2

[Text]

New Zealand fish hygiene regulations are adding hundreds of thousands of dollars to the cost of catching fish.

The Ministry of Agriculture and Fisheries will be asked by New Zealand and Japanese fishermen to have the joint-venture rules changed.

The New Zealand spokesman for the fisheries section of the Japan-New Zealand Businessmen's Conference, Mr N. E. Jarman, said yesterday that it had been agreed to make a joint approach on the topic.

He said the costly hygiene standards now imposed were not required in the markets to which the fish was exported. It was "unnecessarily" adding hundreds of thousands of dollars to the cost of catches.

Mr Jarman said this was the major concern about what was believed to be undue Government interference in the control and operation of joint-venture craft.

"Both sides agreed that while Government and fisheries associations could provide guidance and assistance, it is important that they should not be involved in private sector areas—for example, the setting of contract operating terms," he said.

Mr Jarman, who is also general manager of the Fishing Industry Board, said he knew many domestic fishermen were also concerned at the cost of complying with the hygiene regulations.

The Japanese delegation at the conference told New Zealand fishermen that their country's tariffs and fish import quotas were still needed because of the economic problems faced by Japanese fishermen.

The New Zealanders and Japanese agreed that more research was needed to define the extent of New Zealand's fish resources.

Close co-operation between the two countries was essential.

The Japanese fisheries agreement with New Zealand expires in June.

CSO: 5200/9071

JAPAN MAY AID NEW ZEALAND OFFSHORE OIL, GAS EXPLORATION

Auckland NEW ZEALAND HERALD in English 24 Oct 81 p 5

[Text]

New Zealand may get a major partner in its oil exploration programme because of Japan's vital need for stable fuel supplies.

A leading Japanese banker, Mr Toshihiro Tajima, said in Auckland yesterday that the Japanese and New Zealand governments should start talking about a joint exploration programme.

Mr Tajima said Japan would be keen to co-operate in offshore exploration, especially for natural gas.

He said Japan could provide up to 70 per cent of the finance and effort for a drilling programme.

Dependence

A number of offshore exploration licence blocks will be made available by the Government next year and several could be suitable for a Japanese-led joint venture.

Japan is striving to reduce its dependence on Middle East oil, at present 70 per cent of its total oil imports.

It particularly seeks secure supplies of natural gas in liquid form to replace crude oil as a primary energy source and has made no secret that it would like to buy liquefied natural gas (LNG) from the Maui gas field off the Taranaki coast.

Exporting LNG is at present unacceptable to the New Zealand Government, although the state-owned Natural Gas Corporation favours the idea.

But the Minister of Energy, Mr Birch, told the Japan-New Zealand businessmen's conference in Auckland on Thursday that LNG might be exported if another gas field were found to add to the resource of the existing Maui and Kapuni fields.

Coal Interest

Mr Tajima, who is the deputy president of the Industrial Bank of Japan, was speaking to the Herald after addressing the conference on energy issues.

In his speech to the conference, Mr Tajima also expressed interest in joining New Zealand in development of coal and geothermal energy reserves.

CSO: 5200/9071

TALKS WITH JAPANESE ON TUNA FISHING RUN AGROUND

Japanese 'Stonewalling'

Perth THE WEST AUSTRALIAN in English 10 Oct 81 p 28

[Text]

Talks on the re-entry of the Japanese long-line blue-fin tuna fishing fleet to Australian waters have reached stalemate.

The negotiations between the Australian Fishing Industry Council and Australian Government and Japanese representatives have been going on since August.

They are part of an annual review of Japanese fishing within the Australian fishing zone.

The secretary of the WA branch of the AFIC, Mr Graeme Stewart, said that the council wanted the Japanese out of local waters.

It had received the support of the Federal Minister for Primary Industry, Mr Nixon, and his department. Mr Nixon had been overseas meeting the Japanese.

The Japanese had been tough during the negotiations and had approached the Departments of Trade and Resources and Foreign affairs.

They were now stonewalling, he said.

The latest talks had been held last Friday.

PROPOSAL

The AFIC had suggested trading off certain areas of Tasmania if the NSW, South Australian and WA waters were left to Australian fishermen.

The Tasmanian Government supported Japanese use of its waters because Tasmania did not have a fishing fleet and wanted Hobart used as a port.

But the problem was that the Japanese claimed that if they could not get into NSW areas, their operations would not be viable.

A compromise could take a long time to reach.

Time was running out for a decision because Mr Nixon would have to make some announcement on November 1, when previous arrangements would end.

10 Percent Quota Cut

Canberra THE AUSTRALIAN in English 16 Oct 81 p 25

[Article by Alan Goodall]

[Text]

BETTER one fish than none at all is Japan's reaction to a 10 per cent cut in it's Australian tuna catch.

News of the cut agreed in Canberra today was received here with some relief. Fishing industry leaders expected a bigger cut.

Australia and Japan have agreed to cut the long line tuna catch from the current 9100 tonnes to 8200 tonnes in the year starting November.

The fishing fee will fall from $1.8 million to $1.357.000 in line with the smaller quota.

A seven-man Japanese Government delegation agreed to the cut after trying for two weeks to hold the quota at last year's reduced level.

The Tokyo view is that Australia had already made concessions in giving up some claims for heavier restrictions against Japanese long liners.

Australia got a 30 per cent quota cut last year after warning Japan that black marlin off the Great Barrier Reef were in danger.

Australian Department of Primary Industries negotiators at two sessions in August and October demanded heavier protection.

But the Minister for Primary Industry, Mr Nixon, agreed during a visit here two weeks ago to intervene in the stalled talks.

His agreement followed talks here with the Japanese Agriculture Minister, Mr Kameoka.

PRESSURE GROWS FOR INTERNATIONAL ANTI-PIRACY FORCE

Canberra THE AUSTRALIAN in English 8 Oct 81 p 19

[Text] **PRESSURE is growing for the establishment of an international anti-piracy task force.**

At least one Australian has been killed in attacks on ships in South-East Asian waters and others have been severely wounded.

Following raids on at least eight Japanese vessels in the past four months, Japanese shipowners have added their powerful voice to demands for action to end piracy in South-East Asian waters.

Several major oil companies have already expressed concern over attacks in the Phillips Channel, south east of Singapore.

Despite increased vigilance, the Singapore and Indonesian authorities have been hard pressed to cope with lightning assaults by men in speedboats.

It is common knowledge in the region that the pirates use the Indonesian Riau Island as their base and make their attacks from there, armed with long knives.

The Japanese Shipowners Association plans to ask the International Shipping Federation to recommend a solution.

The first Japanese ship to be hit was the 61,521 tonne-deadweight tanker, Koei, owned by the Kyoei company, on May 20, according to Tokyo press reports.

Since then, six other vessels have been robbed of equipment and personal belongings, and there is a further report that a vessel owned by Sanko Steamship was attacked on September 3.

Two other Japanese vessels were recent targets for pirates in the notorious Phillips Channel, a narrow shipping passage in Indonesian waters used by ships heading into Singapore and through the Malacca Straits.

A gang of bandits attacked the 27,203 tonne-deadweight container vessel, Hakata Maru, and the 80,000 tonne-tanker, Diana.

A spokesman for the owners of the container ship — NYK line — said the pirates were disturbed after one of the crew spotted a man in the early hours of the morning.

The pirates left, using one of the ship's rubber hoses as a ladder.

The Singapore marine police were called in and three different footprints were found on the bridge and on the decks.

Nothing was stolen.

The spokesman said the pirates probably boarded the Hakata Maru from a small motorboat when the vessel reduced its speed to eight knots on its approach to Singapore.

A spokesman for the federation said the organisation was already studying the problem.

Government officials have held a meeting chaired by the international committee of the Red Cross to decide how to deal with the menace.

It is possible the establishment of anti-piracy task forces, financially supported by Western governments, could emerge from talks.

But there is growing impatience for measures to stamp out the activities of the estimated 20,000 pirates active in the South China Sea.

Similar acts of piracy are becoming common in West African waters, particularly at Apapa, Nigeria, where vessels are attacked in the harbor.

A number of hazards such as piracy, illegal diversion of cargoes and thefts from port areas continue to plague Nigeria, despite efforts by the Government to improve port facilities and controls.

And thefts at Spanish ports accounted for 45 per cent of cargo losses last year, a rise of 3.5 per cent on 1979.

Off the coast of Colombia, a serious case of the theft of 160 crates of domestic electrical equipment from the Spanish-owned 10,442 tonne-gross vessel, Mar Negor was reported in April this year.

CSO: 5200/7508

BRIEFS

OFFSHORE OIL FINDS--Two thin oil zones have been found in the Victorian offshore exploration well West Seahorse No 1, Beach Petroleum NL said yesterday. Attempts would be made to evaluate the zones once the well reached its projected depth of 2510 metres, Beach said. The company previously reported that hydrocarbon indications had been encountered in varying degrees of intensity from 1393 metres. The well is drilling ahead at 2276 metres. West Seahorse No 1, about 15 km off the coast near Sale, was spudded in 40m of water on September 16. Beach Petroleum NL, Gas and Fuel Exploration NL and Hudbay Oil (Australia) Ltd each has one-third equity in the well. [Excerpt] [Perth THE WEST AUSTRALIAN in English 14 Oct 81 p 83]

CSO: 5200/7508

POACHING TRAWLERS SEIZED OFF ANDAMAN ISLANDS

Bombay THE TIMES OF INDIA in English 13 Nov 81 p 5

[Text]

BOMBAY, November 12.

IN one of the biggest seizures in recent times, six mechanised poaching trawlers from Taiwan and Thailand, valued at Rs. 1.5 crores, were captured by the coast guard off the Andaman and Nicobar islands.

The 10-day operation carried out by the coast guard vessel, "Panaji", under the command of Lieutenant-Commander P. D. Upponi resulted in the arrest of 78 crew members of the trawlers. They were at first taken to the Komarta and Campbell Bay islands and later brought to the naval wharf at Port Blair and handed over to the police. Now, they have been detained at the cellular jail in Port Blair, according to a senior Andaman-based coast guard officer who is on a visit to Bombay.

He told The Times of India today that the first report of the sighting of trawlers was reported by a police look-out post at Kondul island to the police headquarters and the coast guard. Later the navy combed the area, but did not detect any foreign vessel initially within a radius of 100 miles. Bad weather, moreover, forced the coast guard ship, "Panaji", to return after an eight-hour sailing.

A few days later, the same police post at Kondul sighted some foreign vessels catching fish with explosives around the area and the Little Nicobar islands. The fishermen used to hide at Lawful Bay or Ganges Harbour. "They used to detect fish with the help of sonar equipment and kill them with explosives.

Two trawlers were sighted off the Pilo Millo and Sombre islands by a reconnaissance aircraft and brought to the Kamorta islands. Another trawler found off Cape Connaught was caught and also taken to Kamorta. Three vessels off Lawful Bay were also seized.

Incidentaliy, Lt-Commander P. D. Upponi, who was mainly responsible for the seizures, is the same diver who recovered the black box from Air-India's "Emperor Ashoka", which crashed off the Bandra coast some years ago.

CSO: 5200/7010

JOINT VENTURE, FOREIGN FISHING LICENSES EXTENDED 1 YEAR

Deepwater Fishing Involved

Wellington EVENING POST in English 30 Oct 81 p 2

[Text]

EXISTING joint venture and foreign licensed fishing arrangements will be extended for 12 months, the Minister of Fisheries Mr MacIntyre, has announced.

The arrangements were to have run out on March 31.

Mr MacIntyre also announced that decisions on government support for purchase of imported vessels by New Zealanders for the deep-water fishery had also been deferred.

The extension of existing licence arrangements was to allow completion of a major review of ways of ensuring deep-water fish resources were used in New Zealand's best interests, he said.

The deferral of government support for the purchase of imported vessels was needed to allow time for detailed studies of the many proposals and requests for assistance.

Mr MacIntyre also announced the gazetting of new quotas affecting snapper fisheries in Hawke Bay, Tasman Bay and Golden Bay, the Poor Knights Islands, wet fish fishery, eel fishing, and pair trawling in the Hauraki Gulf.

The industry had reached a watershed, the minister said.

Any changes made to the existing mix of domestic, joint venture and foreign licensed fishing would be significant, and have to be phased in to avoid major disruption to all segments.

No additional trawl fishery joint ventures would be approved during the next 12 months, he said.

"In particular, several key aspects associated with decreasing joint venture efforts and expanding the New Zealand fleet have to be looked at," said Mr MacIntyre.

Careful thought had to be given to the best way of allocating access rights.

The number of requests from New Zealand interests wishing to invest in deep-sea vessels was so large the Government must consider the total impact on sustainable yields, specially on the limited stocks of prime species which offered the best return for the least effort.

The prime species were a critical factor in determining which ventures would be profitable.

Too many approvals could jeopardise the profitability of all deep-water fishing companies.

Also, the future of existing on-shore joint venture processing facilities and the employment they offer at fishing ports must be looked at closely.

Finally, reducing foreign involvement in the New Zealand offshore economic zone could possibly affect this country's trade access to overseas markets, said Mr MacIntyre.

He said officials and the Fishing Industry Board were now working on a major strategy paper, looking at the implications of a range of options.

The paper would be used as the basis for forming policy proposals, which should be ready by mid-1982.

Government Delays Criticised

Wellington EVENING POST in English 2 Nov 81 p 23

[Text]

DELAYS in Government decisions on the future of joint venture fishing could impede the development of the domestic fishing industry, according to the general manager of the Fishing Industry Board, Mr Nick Jarman.

He was commenting on the annoucement by the Minister of Fisheries, Mr MacIntyre, that joint venture fishing arrangements would be extended for a year and that approvals for New Zealand companies wishing to import deep-water trawlers would be deferred.

Joint ventures were established to accelerate the domestic industry's development, not impede it, said Mr Jarman.

In the past four years substantial investment had been made in processing facilities, vessels, training and market development, he said.

An estimated $35 million had been spent on new plant and vessels alone.

It was unfortunate that planned expansion into deep water fishing, necessitating the importing of larger trawlers, would be delayed, he said, as the momentum that had been built up could be lost.

Commenting on the suggestion that expansion by the domestic industry into deep water fishing would not be profitable, Mr Jarman said that this depended entirely on the mix of species these vessels caught.

If vessels had had access to a sufficient proportion of the higher valued species available in deep water areas, in his view they could be profitable, he said.

"However, profitability will be jeopardised if too many vessels are permitted access to what is unquestionably a limited resource," he said.

To safeguard against that happening, it was essential that a management plan be developed for the deep water fishing resource, he said.

CSO: 5200/9072

PROPOSED CHANGES IN SKIPJACK TUNA FISHING RULES REJECTED

Auckland NEW ZEALAND HERALD in English 27 Oct 81 p 2

[Text]

The Ministry of Agriculture and Fisheries has set the same basic rules for the multi-million dollar skipjack tuna fishing business again this summer.

The New Zealand Share Fishermen's Association had been seeking the enlargement of a zone for New Zealand boats only. It also wanted chartered foreign boats to be replaced on a one for one basis as new local purse seiners were introduced.

Both propositions have been turned down.

The director of the . inistry's management divi on, Mr Brian Cunningham, id yesterday that a maximum of 10 foreign chartered superseiners could catch skipjack this summer and local boats would get exclusive rights within the 12-mile territorial limit.

He said the ministry had decided to reduce the total number of foreign boats by five for this season but had decided not to extend the exclusive New Zealand skipjack region.

About 10 local skipjack boats are expected to fish for tuna this summer. Two of them, the Western Pacific and Western Ranger, have been working in Fiji on experimental fishing.

Sanford Ltd is expected to put a new superseiner into service to replace the San Bonito which sank off Mayor Island

CSO: 5200/9072

NORTHLAND FISHERMEN WIN FIGHT TO RETURN TO HAURAKI GULF

Auckland NEW ZEALAND HERALD in English 30 Oct 81 p 1

[Text]

Whangarei

Northland fishermen yesterday won their fight to return to the Hauraki Gulf, but they say another battle looms.

Regulations gazetted by the Ministry of Agriculture and Fisheries yesterday included an amendment that would allow the fishermen into the outer gulf zone, including all the gulf north of a line from Cape Rodney to Cape Barrier.

In August the ministry decided to exclude Danish pair seiners and pair trawlers under 19 metres from the northern Hauraki Gulf during the summer.

Northland fishermen fought the decision claiming it would put them out of business.

Ignored

Today they will be allowed back into the area. But also gazetted yesterday was a regulation that will ban all fishing within three nautical miles of the Poor Knights Islands, from November 12.

The president of the Northland Combined Fishermen's Management Committee, Mr W. H. Martin, said yesterday that the decision ignored the wishes of local fishermen and the advice of local ministry officers.

His committee and ministry officers had held meetings about the fishery and had agreed that a one-mile limit would protect it, he said.

The fishermen also wanted a bag limit for amateur fishermen. But they said the ministry had chosen to ignore submissions from its local officers and the management committee — which was set up 12 months ago as a liaison group at the ministry's request.

"What are agreements worth if the ministry ignores us?" Mr Martin said.

"We are going to fight out this principle."

CSO: 5200/9072

SOCIAL CREDIT PARTY POLICY ON FISHING INDUSTRY RELEASED

Wellington EVENING POST in English 26 Oct 81 p 6

[Text]

SOCIAL Credit has released a fishing industry policy package aimed at developing New Zealand's potential to become a major maritime nation in the Pacific region.

Releasing the package at a public meeting in Invercargill Social Credit's East Coast Bays MP, Mr Garry Knapp, said New Zealand should develop its resources to take advantage of the great market potential for fish protein.

"The 1990s are going to be the protein crises years. New Zealand must gear up as a major protein producer for the harvest of the future. As a first step we must as a nation face up to the commitment of developing a deepwater fishing fleet and an inshore fishery that mesh compatibly."

Mr Knapp said Social Credit's package would develop the fishing industry over a period of ten years.

Social Credit would:—

- Divorce fishing from the Department of Agriculture and set up a separate government department.
- Begin regional industry plans based over a period of ten years in co-ordination with the local fishing industries.
- Ensure that the necessary capital was available.
- Begin negotiations to lift the level of New Zealand involvement in joint fishing ventures.
- Establish a school of fishing.
- Encourage marine shellfish farming, and introduce zoning for the rotational harvesting of crayfish.
- Introduce new methods of vessel ownership, such as leasing and lease-to-buy schemes.
- Reduce the number of international licences issued for fishing within New Zealand's is 200-mile economic zone.

CSO: 5200/9072

SUDEPE SUBMITS DRAFT BILL REGULATING FISHING INDUSTRY

Brasilia CORREIO BRAZILIENSE in Portuguese 24 Oct 81 p 6

[Text] Next week SUDEPE [Superintendency for Development of the Fishing Industry], an agency of the Ministry of Agriculture, should forward the preliminary draft bill regulating the fishing industry to the Justice Ministry for examination, after which it will be submitted to the National Congress for evaluation and transformation into a draft bill.

The bill was written by the SUDEPE General Counsel, with the input of the broadest sectors of Brazilian society, which offered suggestions not only for regulating fishing activity, strictly speaking, but also for providing incentives to fishing settlements and cooperatives, groups that should be making an important contribution to the economic and social development of the fishing industry.

The document contains a series of standards regulating such activities as supervision of fishing operations and issuance of licences for fishing vessels, and also provides for government participation in establishing stations and posts for biology and aquiculture (the cultivation or breeding of living things with an aquatic habitat).

It will also be the responsibility of the government to promote and lend technical assistance for private cultivation and breeding. The draft bill also states that SUDEPE should regulate the operation of the fishing posts, warehouses and terminals, establishing them and administering them when necessary for the development of the sector.

SUDEPE should also issue licenses for professional fishing and for the installation, operation, transfer, merger and incorporation of fishing enterprises.

The preliminary draft bill also establishes standards regulating exportation and importation of fish as well as the lease of foreign vessels.

6362
CSO: 5200/2012

BRIEFS

FISHING VESSELS CONSTRUCTION PROGRAM--Brasilia (O GLOBO)--The Maritime Ministry and SUDEPE [Superintendency for Development of the Fishing Industry] are considering the creation of a $600 million program for construction of fishing vessels. The program provides for construction of small- and medium-draft ships for manual fishing and of large vessels, with sophisticated equipment, for commercial fishing, including construction of "tuna netters," outfitted with helicopters and costing $12 million on the international market. The nation's fishing is now done with leased foreign vessels. Half the lease is paid in currency and the rest in a share of the product. Brazil recently leased four Spanish "tuna netters." The operating costs for a vessel of this type, moored at the pier, is $18,000 per day. [Text] [Rio de Janeiro O GLOBO in Portuguese 28 Oct 81 p 19] 6362

CSO: 5200/2012

EEC-SENEGALESE FISHING AGREEMENT INITIALED

Dakar LE SOLEIL in French 14-15 Nov 81 p 3

[Article by Abdallah Faye: "Senegal-EEC: The Fishing Agreement Has Been Initialed"]

[Text] Started on 5 October, then suspended in order to allow both parties time to think, the negotiations for renewal of the fishing agreement between the European Economic Community and the Government of Senegal have finally ended. The document was initialed last Tuesday by Mr Simonet, on behalf of the EEC, and Robert Saqna, secretary of state for ocean fishing, for the Senegalese party.

Increase

The postponement of these negotiations had been motivated by basic differences, which were at first due to the new measures taken by Senegal concerning the number of licenses to be issued, in order to take into account the efforts of nationals going into the fishing sector.

Afterwards it happened that the EEC's negotiations were not in agreement on the increase in compensation asked by our country.

The Senegalese demands were finally met by the European Economic Community, leading to the initialing of the document.

The agreement that has just been signed provides for the issuance of fishing permits to certain trawlers and tuna boats of the Community's member countries to fish in Senegalese waters.

In return, the EEC will buy the licenses from Senegal and will pay compensation, the amount of which has been considerably increased.

The European Economic Community will also finance a research program for some 100 million CFA francs and will grant training scholarships to some Senegalese in the amount of 75 million francs.

What is innovative in this fishing agreement is that henceforth licenses will be issued in accordance with the fishing capacities of the ships and no longer for a considered number of trawlers and tuna boats.

Cordiality

The secretary of state for ocean fishing intends to renegotiate all the fishing agreements concluded between Senegal and outside countries. What must be seen in this wish of Robert Saqna is a concern for Senegal to obtain the greatest possible profit from its halieutic wealth.

Negotiations between the European Economic Community and Senegal, he pointed out, were marked by very great cordiality, an illustration of the good relations which have always existed between the two partners.

The EEC delegate, who confirmed this, went even further by indicating that this agreement could be considered a model of its kind ever to be signed between developed and developing countries. It should be recalled that the agreement is concluded for a 2-year period.

9434
CSO: 5200/5613

LOS SEEN HAVING ADVERSE EFFECT ON MINING

Salisbury THE HERALD in English 3 Dec 81 p 1

[Text]

THE Draft Law of the Sea, and its implications for Zimbabwe's mineral resources, has yet to be fully assessed but it could have a serious effect in the long term for nickel and cobalt extraction.

Continental nickel mining could be particularly affected warns Professor Keith Viewing in his annual report to the Institute of Mining Research.

"It is evident that the production of ocean nickel and cobalt will have a markedly negative effect upon the mining industry in Zimbabwe," says Professor Viewing.

"The effect of the Draft Law of the Sea is to limit the production of continental nickel mines while permitting the introduction and expansion of ocean mines.

"Using a rate of 3,2 percent for the growth of nickel consumption, no expansion is possible for continental mines for a period of six years.

On a more pessimistic note the head of the IMR writes:

"Clearly, it will be possible to replace the production of continental nickel mines which become exhausted or are closed for economic reasons.

"However, it is not clear which of the nations will be allocated the right to expand production either by a new mine or by an increase in the production from existing mines."

The threat to land-based nickel and cobalt extraction comes from the recovery of manganese nodules from the sea-bed.

Untapped resources of the north-eastern equatorial Pacific Ocean, and area known as the Clarion-Clipperton zone, are estimated to contain about 2,1 billion dry metric tonnes of recoverable nodules, averaging 1,3 percent copper, 1 percent nickel, 25 percent manganese, 0,22 percent cobalt and 0,05 percent molybdenum.

Thus, the resources of this zone are estimated at: copper 27,3 million tonnes, nickel 21m. tonnes, manganese 525m. tonnes, cobalt 4,62m. tonnes and molybdenum 1,05m. tonnes.

Other extensive zones are found in the Indian Ocean with smaller zones off Bermuda, Greenland and South Africa.

"Cobalt is enriched in the South Pacific, in the vicinity of the Society Islands, whereas both nickel and cobalt are enriched to the north of the equator, which is remarkably deficient in nodules," writes Professor Viewing.

PROPORTIONS

"The provisions of the Draft Law of the Sea do not distinguish between the proportions of ferro-nickel and sulphide nickel, which contribute to the total.

"Ocean nickel is more likely to compete with the products of the nickel sulphide refineries, due to the high purity of the product and it is less likely to replace ferro-nickel to be alloyed with steel.

"Thus ocean nickel is likely to compete with sulphide nickel for about 75 percent of the total nickel consumption."

He concludes that the effects of ocean nickel mining will be to inhibit the growth of continental nickel extraction in the short term, and to erode its expansion in the long term.

Little publicity has been given worldwide to the recovery of minerals from the sea-bed, but some of the most powerful multinational corporations, with or without government backing, are deeply involved in the process.

The first experimental recovery of nodules from the sea floor was carried out as long ago as the 1960s when the late Howard Hughes sponsored the Challenger Expedition in the Pacific.

Since then multinationals such as Kennecott Copper Corp. (now owned by British Petroleum), Rio Tinto, Consolidated Goldfields, Norada, Anglo American, and Mitsubishi have taken the plunge.

Some of them are working on a consortium basis. One of them, Ocean Management Inc., is comprised of INCO, SEDCO (USA), DOMCO (Japan) and AMR (West Germany), and has employed a research vessel to test different collecting systems.

Early in 1978 several hundred tonnes of nodules were recovered from a depth of about 5 200 metres.

About US$50m. was spent over a period of five years, but work was suspended late in 1979 due to the poor state of the world nickel market and to the lack of progress on agreement on the Law of the Sea.

CSO: 5200/5617

NATIONAL ASSEMBLY ADOPTS MARINE RESOURCES BILL

PM081147 Paris LE MONDE in French 26 Nov 81 p 8

[Report by Laurent Zecchini: "National Assembly Adopts Bill on Exploitation of Marine Resources"]

[Excerpts] On Tuesday, 24 November, the National Assembly finally adopted the bill ratified by the Senate on the exploration and exploitation of deep-sea mineral resources. This text (which was not altered) aims to give France a temporary legal framework pending the implementation of the international convention on the law of the sea which will ultimately establish the law applicable to the prospecting and exploitation of these resources. Since some states have already provided themselves with national legislation setting the conditions for allocating exclusive exploration and exploitation licenses to their nationals and since negotiation is to start on 1 January 1982 to ensure international recognition of the sites claimed by each state, the adoption of specific French legislation setting the conditions for granting licenses to French nationals was becoming a matter of urgency.

As Mr Le Pensec, minister of the sea, and Mr Dupilet, (PS, Pas-de-Calais), keynote speaker for the production and trade commission, explained, a great deal is at stake in the exploitation of these marine resources: polymetallic nodules cover a surface of around 6 million square kilometers in the North Pacific. The metal reserves which they contain would represent 4 to 5 times the current nickel reserves, one-fourth to one-fifth of current copper reserves, 35 times current cobalt reserves and 8 to 9 times current manganese reserves. The aim of this bill, therefore, is to safeguard our technological expertise in the sphere of deep-sea exploration and to provide for France's future raw materials supplies now. Indeed we import 60 percent of our copper and 90 percent of our cobalt.

Mr Le Pensec placed particular emphasis on the need for international solidarity in this sphere, stating: "All nations are not equally equipped to face this new challenge. The new resources and their future exploitation must contribute to the establishment of a more just world economic order and a more equitable international society in the distribution of the oceans' resources." The minister of the sea added: "France is not prepared to leave these resources entirely to the appetite of a few multinationals." In addition the bill makes provision for no industrial exploitation to be authorized before January 1988, this period to be used to establish an agreement among all states and implement the convention.

COAST GUARD REPORTS INCREASING VIOLATION OF FISHERY LIMITS

Stockholm DAGENS NYHETER in Swedish 3 Nov 81 p 7

[Article by Rune B. Axelsson]

[Text] Swedish borders are continually being violated, though seldom in as sensational a manner as the Soviet submarine's visit to the inner Karlskrona skerries. For the most part, it concerns violations of the new fishery limits that were established 1 January 1978. These limits are primarily being protected by the coast guard, the ocean's own mounted police.

Some 50 of these violations have already been reported this year and 10 vessels have been ordered to dock in Sweden for police inspection. Most of them were ordered into Karlskrona and several vessels belonged to Eastern states.

Crew members aboard the coast guard customs cruisers and yachts are sea bears who are almost always out there to protect our borders or ready to jump in and take the consequences whenever anything happens at sea.

They fight smuggling and border violations and are willing to offer their lives in all kinds of sea rescue operations. They are the nation's furthest output when it comes to protecting the environment threatened by oil spills and other things.

One coast guard vessel, TV 281 from Kalmar, was the center of world news events during the Soviet submarine's first few days in Karlskrona. It was anchored near the stranded submarine to protect Swedish interests.

Two Borders

Every day is dramatic in another way for the personnel aboard our customs yachts. It primarily concerns the protection of two different borders. One is the territorial limit, which just lately has come to the fore. In principle, this limit extends 12 nautical miles beyond the Swedish landmass. Foreign vessels are not allowed to remain inside this limit. The stranded submarine's escort lies waiting just beyond the territorial limit. Unwelcome guests in Swedish waters are also sent beyond this limit.

There is also a general ban against trawling inside the territorial limit, but, indeed, there are some exceptions to this rule.

The border which is most frequently violated is the fishery limits established by Sweden 1 January 1978. In principle, this line cuts across the middle of the Baltic Sea. The area closest to Sweden constitutes the Swedish fishing zone.

Disagreement

However, there is disagreement between Sweden and the Soviet Union as to where the line between the two countries should be drawn outside Gotland. Should the limit be computed between Gotland and the Baltic States or between the Swedish mainland and the Baltic States. Sweden is of the opinion the limit should extend from Gotland, which the Soviet Union opposes. Therefore, until an agreement can be reached, we have an area in which there are no generally accepted rules, a so-called "white" zone. That is now the only area in the Baltic Sea where there is open fishing.

During a completely normal 24-hour period aboard TV 281, the vessel might leave a harbor on Oland, sweep southward to Bornholm and then follow the Swedish fishery limits past the southern shoal of Oland northward along Gotland.

All Reported

During a run like that, a lot of fishing vessels are being checked in the area patrolled. All foreign vessels are reported and all fishing vessels checked with the Communications Center. If they have a fishing permit and have filed the necessary applications, nothing happens if time and catches correspond with their applications.

A lot of checks are being made this way. They even check mesh sizes of trawling nets and legal minimum sizes of certain types of fish when it is necessary.

"Enforcing Swedish fishery limits has become one of the coast guard's biggest tasks. From time to time we do order vessels into Karlskrona for police inspection," said Arne Magnusson, skipper aboard the 21-meter, newly built and completely modern customs yacht TV 281.

"Generally speaking, one might say that guests in Swedish waters gladly put up with the controls necessary for them to remain there. Violations which we cannot handle on the spot must be dealt with through diplomatic channels.

In Order

"One week we may bring a Polish trawler into Karlskrona; the next week we find it again inside the Swedish zone, but this time we can be almost certain that all papers are in order," he continued.

When DAGENS NYHETER visited aboard TV 281, the coast guardsmen on duty besides Arne Magnusson were Ake Johansson, Hans Olsson and Anders Jansson.

They have the necessary equipment aboard this vessel. They have enviable technical equipment, everything from automatic pilot to a lively diesel engine, which wants nothing more than to be revved up to pursue an encroacher, a smuggler or to evaluate the extent of possible environmental damage.

From the ship's deck, everything that comes into view is photographed, all objects and every observation about who is fishing and how it is being done logged etc.

The coast guard has the help of the navy and the air force when it comes to deliberate searches for vessels. But, beyond the search itself and eventual photographs, the air force, in particular, has little chance of communicating with the party at sea. This is where the coast guard comes in.

The urchins aboard some of the coast guard vessels know their job is never the same from one day to the next. Virtually no inspection is made without adhering to a scheduled routine from the beginning, be it a sea rescue operation, following up on smuggling tips or the most recent task of approaching Whiskey submarine 137 stranded on a rock in the Karlskrona skerries.

Our fishing neighbors in the Baltic and in the Atlantic have a great deal of respect for the Swedish coast guard. Our fishery surveillance is considered to be the world's most effective.

8952
CSO: 5200/2015

COAST GUARDSMEN QUESTION ABILITY TO ENFORCE LIMITS

Stockholm DAGENS NYHETER in Swedish 7 Nov 81 p 12

[Article by Sture Ryman]

[Text] Some 500 coast guardsmen in this country are concerned about future work assignments. Based on a report issued by former Communications Minister Ulf Adelsohn, the entire coast guard unit will be transferred to the Department of Navigation where it will become part of the Transportation Section.

"It is absolutely absurd," said Birger Bogne, Oxelosund, chairman of the Customs Workers' Union, Section 5, which includes all coast guardsmen in Uppland, Stockholm, Sormland and Ostergotland.

"Instead of giving us more police authority so that we can do our job better, they want to make us ocean taxi drivers. We will taxi pilots to and from work aboard various merchant vessels. That is just as horrible as if someone came up with the idea that police should serve as taxi drivers when not assigned to searches or investigations.

"We have police authority in connection with smuggling, but not so when vessels are dumping environmentally harmful substances overboard or when we are supposed to [illegible] ocean traffic or environment protection regulations.

Jobs Sacrificed

"We know the government is only interested in saving money and we are simply afraid that our jobs will be sacrificed. If we end up in the Department of Navigation--a business oriented department--the issue will become the profitability of our service, which is obviously considered pleasure-related.

"Instead, we suggest dispensing with the costly ocean police. Police can use our fast-moving speed boats when they have to investigate anything at sea and we can establish a cooperative agreement with the Department of Navigation with respect to the use of our boats to combat oil spills etc."

"It is unbelievable that the Customs Bureau could have written as positive a statement as they did," said Ulf Ringberger, union secretary. "To be sure, it talks about a new organization, but means the Department of Navigation. Only three bureau chiefs have expressed reservation, namely Arne Rundlof, Bengt Nygren and Robert Udd.

"But advertisements tell us the Department of Navigation is seeking facilities in Norrkoping for our activites. And we know that several of our superiors are looking for housing there. One of them has already started to work for the Department of Navigation so we fear the government has already come to a decision without considering the consequences.

"We feel we are being deceived by the politicians, who have been led astray by this report and by our superiors who are only theoreticians. We who work at sea know what the situation is along our coasts and borders. There is no end to oil spills, smuggling and border violations. Just look at Karlskrona!"

8952
CSO: 5200/2015

END